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48760

John Bull: 150 years and steaming!

KODACHROME: PAUL HUNNELL

THE MILWAUKEE ROAD

The Northern becomes the Southern

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KODACHROME NEIL LANG

IMRON *DAYLIGHT* COLORS now adorn SP E9 6051 in the California State Railway Museum in Sacramento. Shown here August 7, 1981, it will get a "sunset" nose herald.

KODACHROME ROGER A. HOLMES

SANTA FE ownership is evident in the new TP&W image applied to RS11 401, gleaming at East Peoria on September 6, 1981.

Railnews

WISCONSIN & SOUTHERN is getting new colors on two ex-RI GP9s purchased from Chrome Crankshaft. W&S 4490 and 4491 were at E. Moline August 8. See MARKERS.

KODACHROME GARY L. POWELL

KODACHROME JERRY MART

SOUTH CENTRAL TENNESSEE has repainted their RS11 29 (ex-SP 2910) into Kyle Railways colors. Bellefonte Central SW1200 5323 is on lease here on June 18, 1981.

KODACHROME STEVE BARRY

CLINCHFIELD F9 800 teamed up with SR FP7s on an L&N excursion for the NRHS National Convention out of Louisville on September 5, here on the Green River Bridge near Munfordville.

ELK RUN COAL has acquired this handsome ex-UP SD24 from Precision National; it was at PNC in Mt. Vernon, Ill., in May.

KODACHROME GARLAND McKEE

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From the Publisher's desk: The *Blue Comet*

As trains go, the Central Railroad of New Jersey's crack *Blue Comet* did not rival the *Broadway Limited, Twentieth Century Limited* or *Super Chief* for opulence. The Blue Comet was an all-coach train equipped with a lounge observation and a dining car for any passenger wishing to use them. Dining car service was reasonably priced, and a train porter catered to the needs of the passengers.

The *Blue Comet* was a short-lived train, going into service February 21, 1929, between New York City and Atlantic City, New Jersey. Atlantic City was at that time a posh tourist area. Shore-bound passengers would make the ferry boat ride from Manhattan across the Hudson to Jersey City and the CNJ terminal. Each car was named after a comet, and some of the cars achieved lasting fame when Lionel brought out its famous Standard Gauge model train in blue with three different cars. The real cars were also painted blue but had a cream window stripe, creating the idea of a comet streaking through space. The CNJ assigned some of its crack 830-series Pacifics to the train, and at least one of them carried a nameplate beneath the headlight. The train also carried a *Blue Comet* drum sign on the rear.

During its heyday the train made two round trips daily. The last run was made 40 years ago as this is typed: September 27, 1941. Pacific 831 provided the power, and there were 171 passengers on the last southbound trip, with 173 passengers heading back to New York. Declining patronage had turned the crack train into a money loser. Among the passengers on the last run were 157 members of the Railroad Enthusiasts, Inc., who received special memento tickets and menus for the occasion. The CNJ frequently went out of its way to cater to the railfans. During its twelve years in service the *Blue Comet* rolled up a total of 367,248 miles and carried 1,680,168 passengers. The nameplate had long vanished, as had the special blue color scheme, replaced by the standard dark green of the Jersey Central.

The last tangible vestige of the old *Blue Comet* was the open platform observation car 1178 which was used until this fall on N.J. Transit's former-CNJ run from Newark to Phillipsburg, N.J. The car carried its classic open platform in this commuter service—and it was a popular place on balmy summer days—but its lounge interior had been transformed right up to the big rear picture windows into a high-density commuter coach. In September the car was overhauled by N.J. Transit and converted into a track inspection/VIP business car with the addition of six Metroliner-style lounge seats facing the rear. Wearing the platinum mist with colorful stripes "disco" paint scheme, the car will no longer be in regular commuter service but will be available for special occasions—a fate befitting a *Blue Comet* obs.

Farewell

While formal obituaries follow elsewhere in this issue, we couldn't let this opportunity pass by without a farewell to the two persons who for so many years contributed so much to the old *Railroad* Magazine: Freeman Hubbard and Steve Maguire. We'll miss them both.

Hal

RAILFAN & RAILROAD

january 1982/vol.4 no.2

RAILROAD/founded1906/vol.106 no.8

features

24 **Discussion: ACE 3000**/Wheelihan and Berkowitz
30 **A night to remember**/Bruce Owen Nett
34 **John Bull: The Beginning**/Jim Boyd
38 **John Bull: The Restoration**/John H. White, Jr.
45 **John Bull: The Celebration**/Jim Boyd
49 **The Northern becomes the Southern**/Stan Mailer
55 **Commotion at Keddie**/Donald R. Kaplan

departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
7 **Timetable**/events
10 **We'd like you to meet . . .**/author sketches
11 **Camera Bag**/photography tips
16 **Railroadiana**/product news and reviews
26 **Railnews**/items of current interest
60 **Markers**/editorial commentary
62 **Not in the Wheel Report**/Joe Easley artwork
64 **Switch List**/classified advertising
66 **Advertising Index**/where to find it

cover

Railroading of the 1830s came to life on the Chessie's Georgetown Branch near Washington, D.C., in September 1981 as the Smithsonian Institution celebrated the 150th Anniversary of the first American test run of the *John Bull*, the world's oldest intact and serviceable steam locomotive. With the historic Abner Cloud house across the C&O Canal in the background, the *Bull* simmers away the night of September 14. Kodachrome: Jim Boyd
A pair of leased Milwaukee Road SDs provide power for the Wisconsin & Southern on August 24, 1980, at Horicon, Wisconsin. Stan Mailer tells the W&S story on page 49. Kodachrome: Paul Hunnell.

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Fanmail

645 E's

Shame on you, Jim Boyd! You, a Midwesterner, should know better!

If you're wondering what an E-unit with 645s would sound like, I suggest you venture to the BN main between Union Station and Aurora—preferably on a weekday evening. The visits those Es paid to Morrison-Knudsen wasn't just window dressing.

As you know, the BN's commuter Es sound reassuringly like the old 567-engine variety. I think the dominating factor behind the thundering roar of Es and Fs is their open carbody—the only thing between the prime movers and what we loosely call the environment is some chicken wire and those famous stainless-steel grilles. As evidence, have you ever heard a Geep working with its hood doors flapping in the breeze?

The BN Es weren't alone, either—the Milwaukee E9s that made it to Amtrak's roster received 645s at West Milwaukee. Fortunately, the BN's Es are strong units and promise to be with us for a good many years. The "dinkys" may all look alike, but opening your ears at Hinsdale or LaGrange is still a soul-satisfying experience.

On another tack, I suppose you received many irate letters from diesel fans last year who felt two issues devoted to two steam locomotives is too much. This diesel fan thinks that any time a steamer is restored for main line service, it deserves its own issue—even if it happens twice in one year, like it did with 765 and 614. If the engine in question has two sets of drivers, I could see giving it *two* issues!

BILL CHRISTOPHER
Mundelein, Ill.

I must confess overlooking the BN and Amtrak 645 repowerings, but what I had in mind when I penned that MARKERS *was an "all-new" 645 repowering rated at the full 1500 h.p. each, which, to date, doesn't exist. You can bet I'm going to be paying close attention to those big green BNs the next time I'm in Chicago, though. Incidentally, I was out on the Western Allegheny recently and was fully aware that the B&LE F-units working there have been repowered with 645 power assemblies. Their sound is noticeably different from a 567 F-unit*—J.B.

Hartley replies

It certainly appears that I have committed a great sacrilege by being less than overwhelmed by breakfast, lunch and dinner on the *Rio Grande Zephyr* (page 5, September 1981 R&R). Sorry, guys, but that day the food just wasn't as good as usual.

As to the "51 gripes" that Mr. Halligan was patient enough to count, I will make no apologies. I rode those trains as a revenue passenger. The carriers were not aware that I was a journalist reporting on their performances. With the exception of the cab ride on the B&A, I was accorded no special privileges by any railroad. Thus it is reasonable to conclude that my rides were similar to those experienced by other passengers. Fortunately I understand the problems that may cause slow orders, non-flushing toilets and below-freezing temperatures inside a roomette. The average passenger does not. Whereas I'll be back to ride again, others would justifiably shy away from our favorite mode of travel. If we hope to have passenger trains in the future, Amtrak will have to offer consistently improved service. By comparison to my rail trip, the American Airlines 747 that carried me back from Los Angeles provided a movie and a meal, and arrived ahead of schedule. There is a lesson to be learned here, for those willing to face the facts.

SCOTT HARTLEY
Glastonbury, Conn.

The WP&Y

The two-partner on the White Pass & Yukon Route couldn't have come at a better time, since I was making plans to ride the line this fall.

May I suggest that in future articles about such obscure yet fascinating rail operations that you include, either in the article itself or as a sidebar, something on schedules, fares and getting there. In planning my White Pass trip and having no time for the Inside Passage cruise to Skagway, I found it better to fly to Whitehorse (two flights daily from Vancouver) and make the round trip starting there (the air fare is a bit cheaper and getting to Skagway by air involves a change at Juneau and a gamey single-engine, one-stop flight for the leg to Skagway). Besides, the

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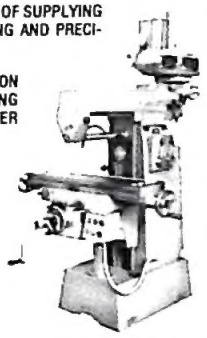

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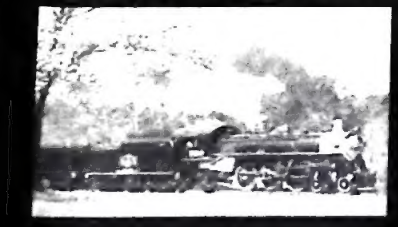

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Thanks again to *R&R* for a timely article.

DAVID R. BUSSE
Riverside, Cal.

WP&Y 2-8-0 69

Mention is made in Chris D'Amato's WP&Y article that 2-8-0 No. 69 is used on the Black Hills Central. Not so! The 69 was sold to the Black Hills Central and used there for a number of years, but the Rapid City flood in the early 1970s took out a lot of the narrow gauge track, and the 69 became surplus. She was sold to the Nebraska Midland R.R., a narrow gauge operation originally set up near Buffalo Bill's Scout's Rest Ranch in North Platte. Problems in acquiring right-of-way caused the railroad to move lock, stock and 69 to the Stuhr Museum of the Prairie Pioneer in Grand Island.

That museum has a special section called "Prairie Town" which is a recreation of a small Nebraska town, complete with railroad.

The 69, now an oil-burner, pulls a mixed train of freight and passenger cars (many from Colorado lines) around a long loop of track that has been recently expanded. The Stuhr operation isn't too well known outside Nebraska, but it is quite near the much-travelled Interstate 80. There are many exhibits in the museum and craftsmen working in Prairie Town which would make a visit quite rewarding for the whole family.

DICK SCHMELING
Lincoln, Neb.

Governor Stanford

In his FANMAIL letter regarding Stanford vs. Stamford, Michael Kenniston mentions the "golden spike at Promontory Point." That last spike was driven at just plain old Promontory, Utah. The present SP line on the causeway across Great Salt Lake passes through Promontory Point, but not the original line. Any map of Utah will verify this.

CHARD L. WALKER
Hesperia, Cal.

As an editor and Stanford grad, please permit me to award you the "Cop-Out Degree" for your buck-passing in the September '81 FANMAIL.

Now, the good news: Your written and photographic coverage of Railfair '81 is superb. Even a photo of the *Governor Stamford!*

STEVE VAN DENBURGH
Carson City, Nev.

Steaming to Sacramento

Jim Boyd's article on "Steaming to Sacramento" was factual, colorful and inspiring. I was there on opening day, and he "tells it like it was." The photos were magnificent, and, well, that's quite an issue!

BRUCE BATTLES
Redwood City, Cal.

Twenty minutes ago I received a fantastic birthday present: the September '81 R&R with "Steaming to Sacramento." The photos were super and commentary very relevant. I missed going but had my brother who lives in Sacramento doing some photography, newspaper clipping and memorabilia collecting for me.

Your article was the icing on the cake (which my wife is preparing now)! Thanks for making this a memorable 31st birthday.

JOHN T. ZWEMER
Martinez, Ga.

Thank you, Jim Boyd, for my night shots of SP 4449 at Klamath Falls on April 25. It was only later that I found out that the turkey telling everyone what to do ('cause they were his flashbulbs!) really did know what he was talking about.

JOHN E. SHAW, JR.
Azusa, Cal.

Congratulations on your 4449/8444/3985/Railfair coverage. Having experienced this event first-hand, I must say you almost conveyed the feeling of what it was like to be there. I was a bit surprised and disappointed that no coverage of 4449's journey to L.A. or her return excursion home was included. I was also disappointed at the lack of photos from Western railfans. It seems to me that the majority of Western coverage in the national publications is by Eastern fans writing of their experiences and travels out West. This seems especially true of RAILFAN & RAILROAD. I don't see Western fans writing of their trips back East. Why is this? Possibly you are not getting enough Western fans submitting material.

I enjoy R&R very much, but I would like to see more Western coverage. With the abundance of short lines, mountain passes and fast 'n heavy railroading west of Chicago, it shouldn't be too hard to balance out the stories.

KEN RATTENNE
Campbell, Cal.

Going over the full life of RAILFAN/R&R, we've had some fine "native" Western cover-

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age from Dale Sanders' WP to Bob Turner's Vancouver Island, but I can recognize the "Easterner going West" syndrome. One of the problems is that with the editorial offices where they are, we tend to become personally acquainted with more Eastern fans and have the opportunity to "twist their arms" for articles—a surprising number of features come from a chance encounter and a word of encouragement at the right moment. One of my primary goals in going to Sacramento was to meet face-to-face with many of the Western fans and authors I knew by mail or phone only, and the hospitality was warm and rewarding. I expect to continue to encourage as much participation from "local" authors—be they West, South, Midwest or anywhere—as possible so that this magazine reflects its true national nature.

Incidentally, the reason for relative lack of coverage of the 4449 L.A. and return to Portland trips was simply a function of time and deadlines. With that entire event spread over nearly a month, it was financially impossible to stay out for every last event, and the feature was already finalized by the time the Western fans could get their coverage submitted (that color shot of 4449 in the Chatsworth Rocks got in print only because I happened to see it projected by an Eastern fan at our local NRHS meeting a couple of days before my color deadline—there's that Easterner going West again—J.B.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

NORTH FREEDOM, WISCONSIN, February 20-21. "Snow Train '82" railfan's winter weekend at the Mid-Continent Railway Museum featuring steam operation and special consists. Snowplow train will be run on Friday, Feb. 19, if conditions warrant. First-class diner lounge accommodations available. Contact: Mid-Continent Railway Museum, North Freedom, WI 53951; 608/522-4261. MasterCard and Visa welcome.

ORBISONIA, PENNSYLVANIA, May 1-2, 1982. The East Broad Top "Spring Spectacular"—replacing the traditional "Winter Spectacular"—will be held with narrow gauge steam passenger, mixed and freight trains plus motor car and Shade Gap traction action. Special photo runs and railroadiana auction. Located at Orbisonia/Rockhill Furnace, a short drive north of Pennsy Turnpike exits 13 or 14 along U.S. Route 522. Contact: Sherman Shook, 160 Andover St., Wilkes Barre, PA 18702.

DURANGO, COLORADO, November 30-May 14. Winter operations daily except December 24-25 on the Durango & Silverton Narrow Gauge R.R. with steam powered and heated trains departing Durango at 9:55 a.m. and returning at 2:15 p.m. The train will run approximately half way to Silverton, turn on a wye and return to Durango. Contact: D&SNG, 479 Main Ave., Durango, CO 81301; 303/247-2733.

INTERNATIONAL TOURS

SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

PAKISTAN, January 18-29. 4-4-0s and American-built 2-8-2s, meter and narrow gauge main lines and branches plus Kyber Pass line. $1360 from London.

NORTH CHINA, March 23-April 12. North from Peking to Harbin visiting Tsientsin, Shenyang, Changchun, Jilin and circling back by different route. Good lineside photography of steam. $2785 from London, $2040 from Hong Kong.

SOUTH AFRICA AND ZIMBABWE, May 8-29. Main line and branch; Garratts, 4-8-2s, 2-8-4s, 4-8-4s and others. Cars provided for pacing Bloemfontein to Bethlehem. Approx. $1775 from London.

ZIMBABWE, June 19-July 3 (with optional South Africa week to July 10). Bulawayo-Victoria Falls-Wankie-Thompson Jct.-Gwelo-Bulawayo including five classes of Garratts. $1715 from London.

WESTERN CHINA, November 22-December 12, 1982. West from Hong Kong into spectacular mountain country, Kunming, Chengchou, Xuchou, Nanking to Shanghai. Lots of big 2-10-2s. $2725 from London, $2040 from Hong Kong.

RAIL STUDY TOURS INTERNATIONAL, 164 Maple Avenue East, Vienna, VA 22180, has the following tours scheduled. Contact them at the above address for full itinerary and details. 703/356-8186.

CUBA, Winter 1982. Sugar railroad steam, Hershey Cuban interurban, main line and industrial roads. Various 8 and 12 day programs; send for detailed program.

SOUTH AMERICA, February 6-27. Andean Railway Adventure, crossing the Andies on four different routes in Ecuador, Peru, Bolivia, Chile and Argentina, including the G&O. $2195 from Miami.

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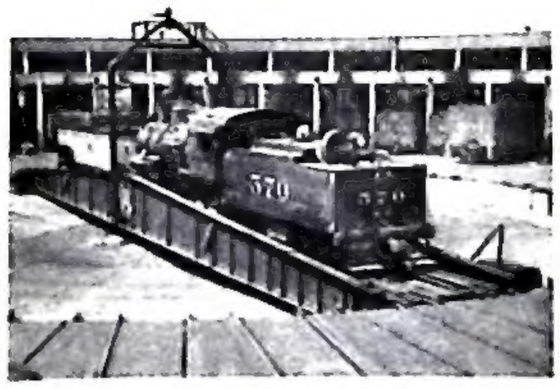
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Bruce Owen Nett

A resident of Bangor, Maine, Bruce Nett makes his first appearance as a feature author in R&R with his coverage in this issue of "A Night to Remember" on VIA Rail at Brownville Junction. Although he has long been an avid railfan, his work has been mostly from various positions behind the camera; he has, however, penned many articles, long and short, for numerous public and trade publications.

Born in New York City "sufficient years ago," his family soon moved to Madison, N.J., where he came under the spell of the once great Lackawanna Railroad just as it was converting from steam to electric commuter operation. His dad had his own printing company in New York and rode the DL&W every day; Bruce can still remember the steam engines approaching the Madison station and the smell of steam and smoke drifting over the family home.

During the late 1930s he came under the tutelage of the late and great Thomas T. Taber, also of Madison. "I participated with Tom in the birthday party that he arranged for the Lackawanna's last camelback, 4-4-0 952. Tom had noted that dowagers would give birthday parties for their pet animals, so why shouldn't a veteran locomotive also be given a party? What a thrill it was for this young fellow to see his picture in the mighty *New York Times*, dressed up in engineer's clothes and holding open the firebox door as 'fireman' Tom Taber tossed the birthday cake—containing coal—into the firebox!"

Following World War II travels as a combat correspondent in the Coast Guard, mostly covering campaigns in the Pacific, Bruce started a free-lance photo career in New Jersey with newspapers and magazines. One of his clients was his much-loved DL&W, in spite of the fact that "the public relations man at that time was a real old-timer who, it seemed to most people, was in way over his head when it came to dealing with the public." That old boy couldn't understand why he needed photos of the inaugural run of the *Phoebe Snow*, which Bruce shot on speculation and subsequently sold by the dozens.

Another of Bruce's clients was American Car & Foundry, who sent him to Maine to photograph the Bangor & Aroostook's brand new "State of Maine" cars. He fell in love with Maine and moved there a couple of years later, continuing his free-lance photography work. One of his clients was no less than Eastman Kodak, which regularly used his views of New England scenery. He also became involved with airlines and photographed activities for Pan Am, Northeast, TWA, KLM and Air Lingus, to name a few. He then joined Overseas National Airways, a big charter company operating through Bangor International, and travelled the world on various marketing, public relations and operational functions.

Following the closure of ONA, Bruce went back into the newspaper business and now edits a monthly feature magazine, *The County*, that is included in a group of newspapers circulated throughout northern Maine. Along with stories of people, sportsmen and business in Aroostook County, his magazine frequently features the area's resident railroad, the BAR. A firm believer in rail passenger travel, he has devoted much personal and editorial effort in promoting the VIA Rail service across Maine.

It was Bruce Nett who suggested and arranged the photo session with the three BAR BL2s on page 67, and he was very enthusiastic in helping with the touch-up painting of the units and two days of photography. He then took us up to Brownville Junction the following night to catch A-B-A Alcos on the *Atlantic Limited*—in spite of having to get up at 5:30 the next morning to drive to Aroostook County for a meeting with some paper mill officials. Bruce always sounds a little breathless on the telephone, but he is surely tireless in pursuing both his work and avocation.

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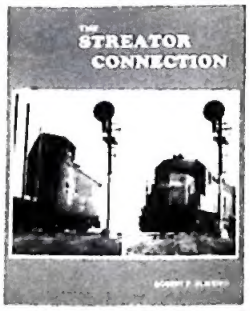

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Camera Bag

BY JIM BOYD

The Dark Side

I've been watching with particular interest the way most fans approach a sunlighted subject since Jerry Pyfer took me to task last year (FANMAIL, January 1981) for running the picture on the cover of the September 1980 issue of NKP 765 shot from the "wrong side." It is, indeed, a rare instance when a fan will intentionally set up on the dark side of a unit or train—and that's too bad, because it all too often severely limits the creative and pictorial potential of their photography.

When I refer to the "dark side," I'm referring to the typical situation where the object has direct sun on the front and one side with the other side in shadow. If you step across the tracks from this typically "perfect" three-quarter lighting to get the lighted nose and the shadowed flank, you'll be getting what is known as the "dark side." I define this as "cross-lighting," in contrast backlighting, where there is sunlight coming from in front of you and silhouetting or highlighting the subject from behind.

Because a cross-lighted subject has direct sun on the nose and any forward-facing surfaces contrasting with rather large areas of dark shadow, the lighting is naturally strong and dramatic—not what you want for roster shots, but the kind of lighting that wins camera club salon photo contests. I'm not advocating that everyone forsake the properly-lighted side and begin shooting only the dark side, but I am suggesting that you seriously consider the potential of the dark side when setting up almost any shot.

I encountered an excellent example of this a short while ago in the Bessemer & Lake Erie engine terminal in Albion, Pennsylvania. It was early afternoon on a beautifully sunny day, and a leased Missabe and two Bessemer SDs were lined up on the ready tracks. The light was perfect for a front three-quarter shot, and I duly recorded it on both color and black & white (in the photo on page 12, notice that there's even decent lighting on the trucks of the DM&IR unit). I then crossed the tracks for a similar shot from the dark side. Both are good photos, but the dark side shot is more dramatic, with the brightly lighted chopped noses standing out starkly from the shadowed flanks of the units behind them.

If I wanted to show a news photo of "DM&IR SD leased to the B&LE," there's no doubt I'd submit the properly lighted view that shows the full details of the Messabe and Bessemer schemes on adjacent tracks. If I were selecting something for PHOTO LINE or a book of railfan photography, I'd probably go for the more dramatic light/dark/light/dark effect of the dark side shot.

The point here is to consider them both. Don't overlook the potential of the dark side just out of habit. When the subject is static as these units were, getting both is easy, so why be stingy with a couple of frames of film?

When it comes to action shots, the option requires a little more serious consideration. The front-lighted shot is a sure bet, and the cross-lighted one is often a gamble. If the subject is a rare one or something I need to show in full detail, I admit that I'll opt for the fully-lighted shot every time. However, if its about the dozenth Conrail SD40-2 I've seen today, I'll probably be looking for anything that will make the photo more dramatic or interesting—and that invites a look at the dark side.

This situation arose last summer near the end of a very productive day of chasing the Southern's handsome green-and-gold FP7s on a trip out of Washington, D.C., over to the N&W line into Shenandoah, Virginia. There had been a lot of good runbys, and, like the others on the chase, I'd gotten a satisfying selection of action shots of the train. As it neared Front Royal on the return trip, the motorcade dumped itself out atop a bridge over the railroad and the Shenandoah River. Everybody headed for the middle of the bridge to get the shot of the train along the river surrounded by lush foliage. It was a nice shot, but the lighting was pretty flat, and from that angle the Shenandoah of song and legend looked like just another muddy creek. Seeing if I could improve the lighting, I crossed to the end of the bridge and looked

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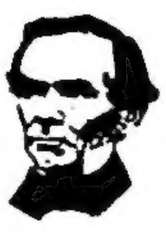

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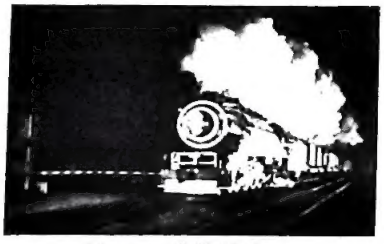

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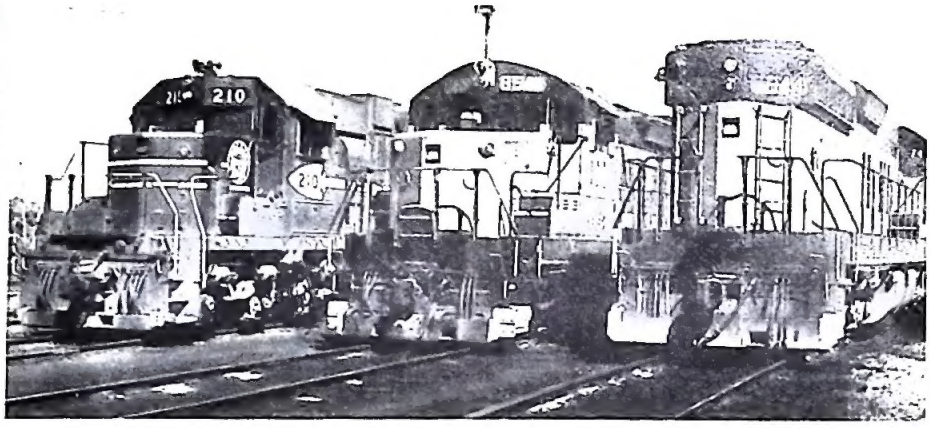
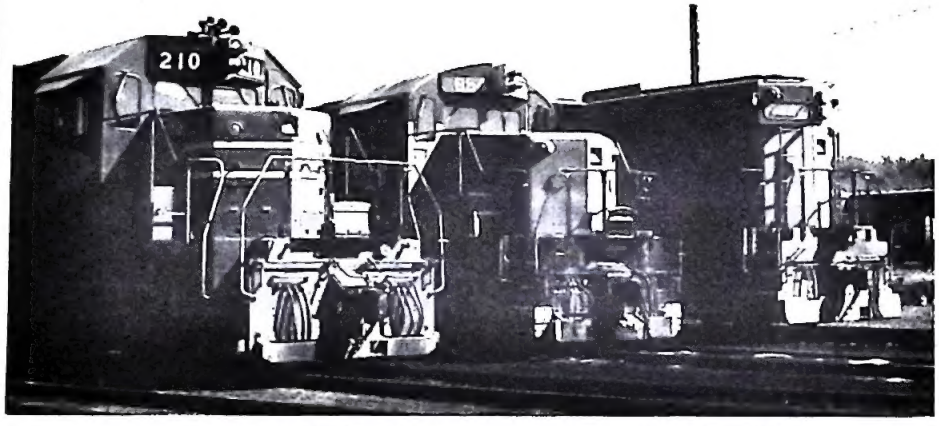


A LINE-UP OF UNITS on the B&LE at Albion, Pa., demonstrates the difference between the normally lighted "roster shot" side (above) and the same scene (below) shot from the dark side.



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down the bank with the railroad between me and the river—the dark side. The scene was particularly impressive in color as the river now picked up the blue of the sky and the green foliage sparkled like the proverbial "cloud with a silver lining." A rock outcropping that wouldn't line up from the other side added a nice touch of color. The lighting on the train would be risky, but I had enough roster-lighted views already in the can to be willing to "throw away" a shot if it didn't work.

Logic told me that the Southern FP7s had a predominantly white nose, and the round EMD covered-wagon snout will pick up lighting from almost any angle (if that had been an N&W black SD40-2 running long-end-to, I'd have probably gone for the normally-lighted side). Being overhead is also an advantage, for, like the front, the top will be lighted as well. The train arrived, and the shot worked as predicted, a timeless view of covered wagons against the river with the foliage sparkling and the nose of the diesel standing out crisply against the shadowed riverbank.

The shot isn't one of the all-time greats, but it is pleasing and notably more dramatic than many of the more conventional views taken on that same trip. What I find ironic is that out of about 20 railfans at that location, I was the only one who apparently even *considered* the dark side enough to walk over and look at it.

Judging photos as "good" or "bad" is a hazardous task, as each photo must be considered for the need it was intended to fill—and whether I was right or wrong to put a dark side photo of 765 on the cover is still a

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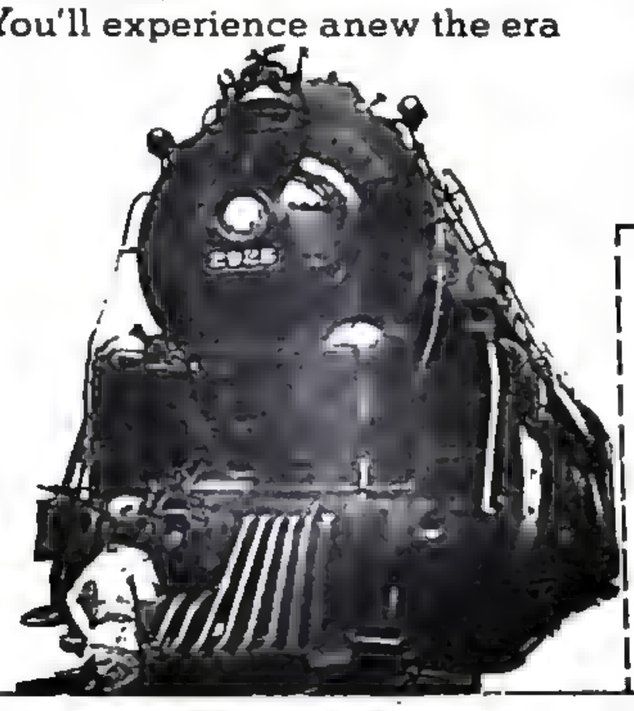

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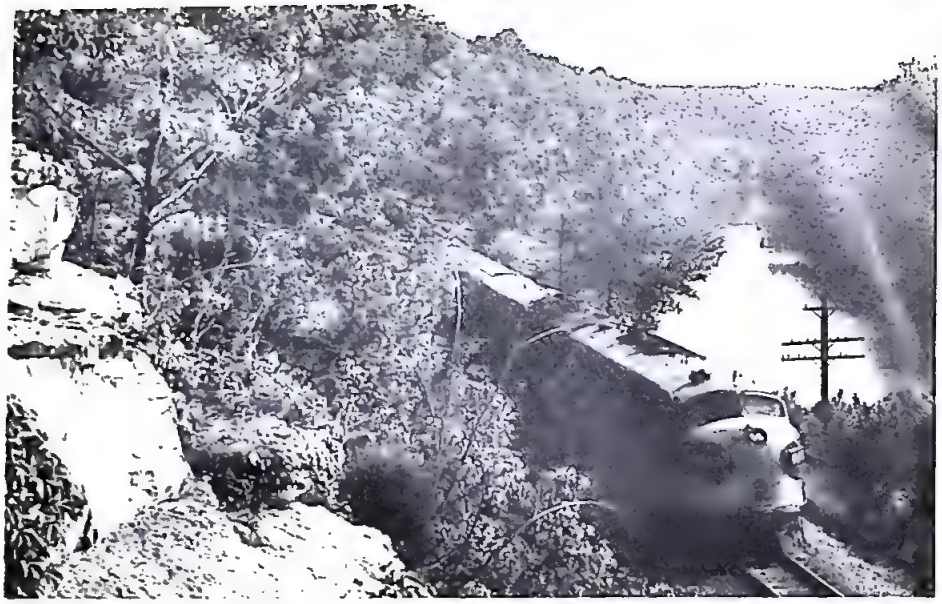

A SOUTHERN RAILWAY excursion is northbound on the N&W along the Shenandoah River at Front Royal, Va. Cross-lighting catches the rounded nose and top of the units to "separate" them visually from the foliage, while the river reflects the sky. Note how the foreground foliage has its top and right edges highlighted and how it stands out starkly from the diesel's shadow.

matter of artistic and personal judgement. What I find to be a characteristic of the best of railfan photography, though, is the willingness of the photographer to stray from the safely sunlighted side and try some of the less-obvious angles. My faith is confirmed as I look up at the 1981 Westrail calendar on my wall to view Dave Styffe's shot of WP Fs curving over the Altamont bridge with its brightly-lighted nose popping out of the dark side.

What are the technical considerations of shooting the dark side? I generally use the meter as a starting point for exposures but am a little wary of the readings. If there is a predominance of shadow, the reading can often result in a washed-out overexposure. I generally back off about a half stop from the normally-lighted side reading. This will accent and very slightly overexpose the highlights while opening up a bit in the shadows. A little practice here will let you develop an exposure approach to suit your own light/dark lighting taste. Back-lighting and cross-lighting are excellent for bringing out texture in foliage and are especially effective in dramatically capturing autumn colors. A cross-lighted tree against the shadowed side of a hill can be stunning, as can a train in the same circumstance. Recognizing the potential of the dark side can't help but improve your "eye" for pictures.

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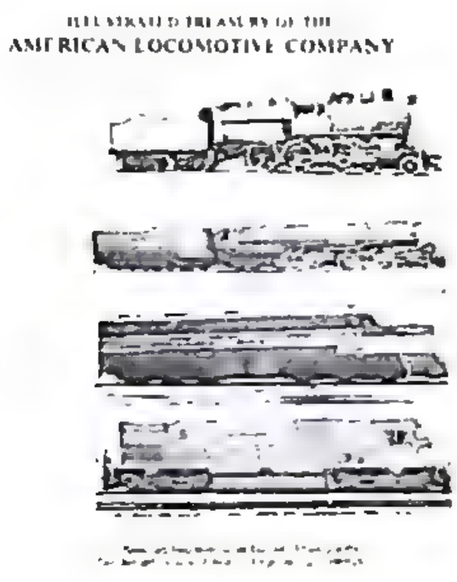

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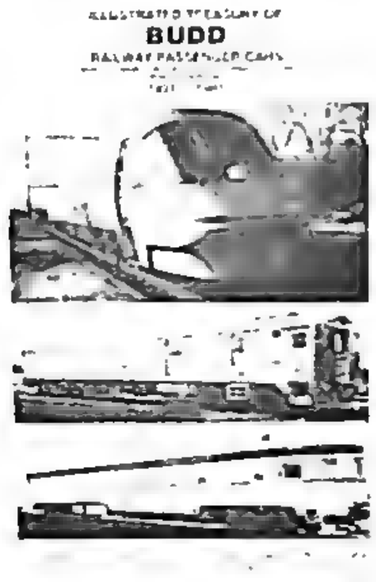

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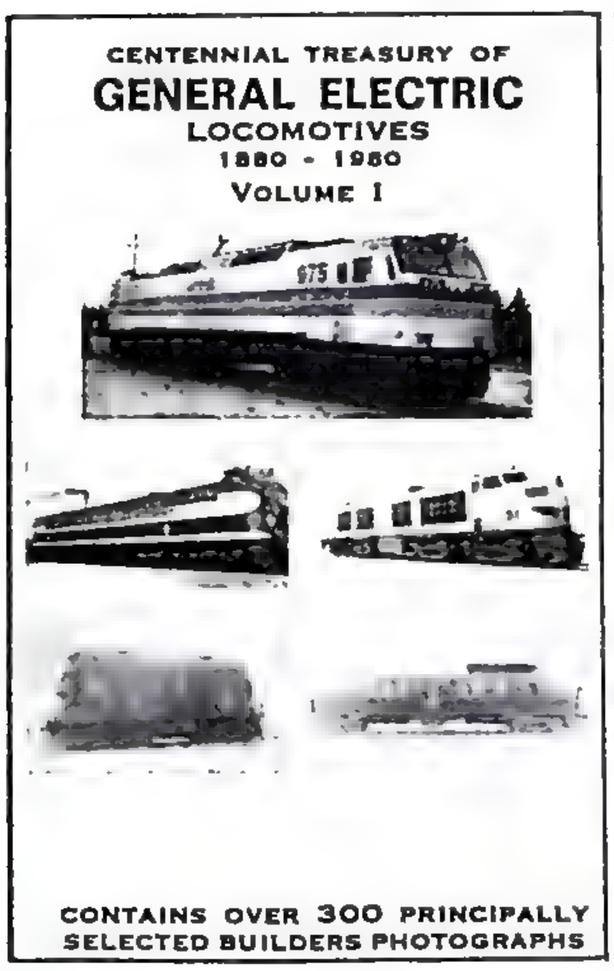

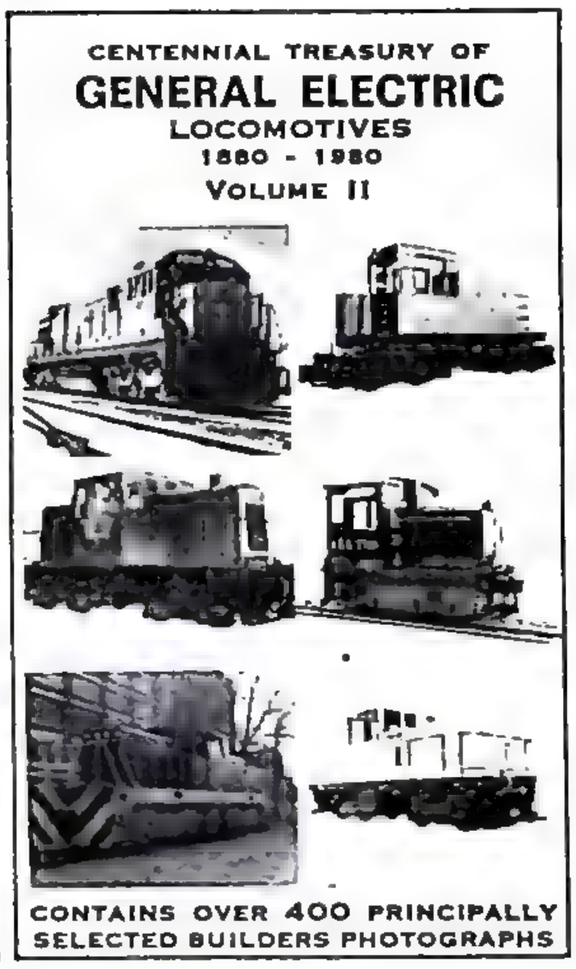

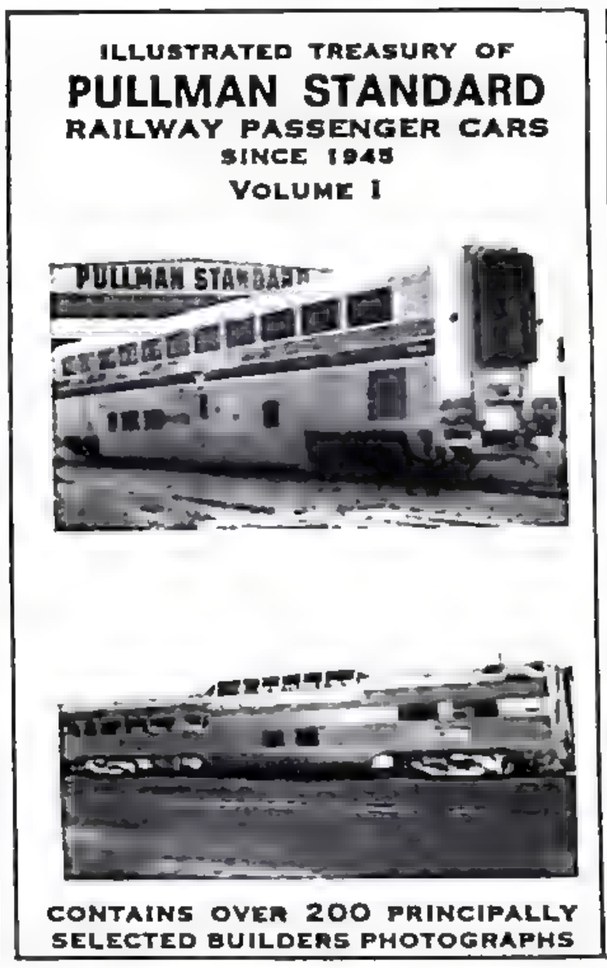

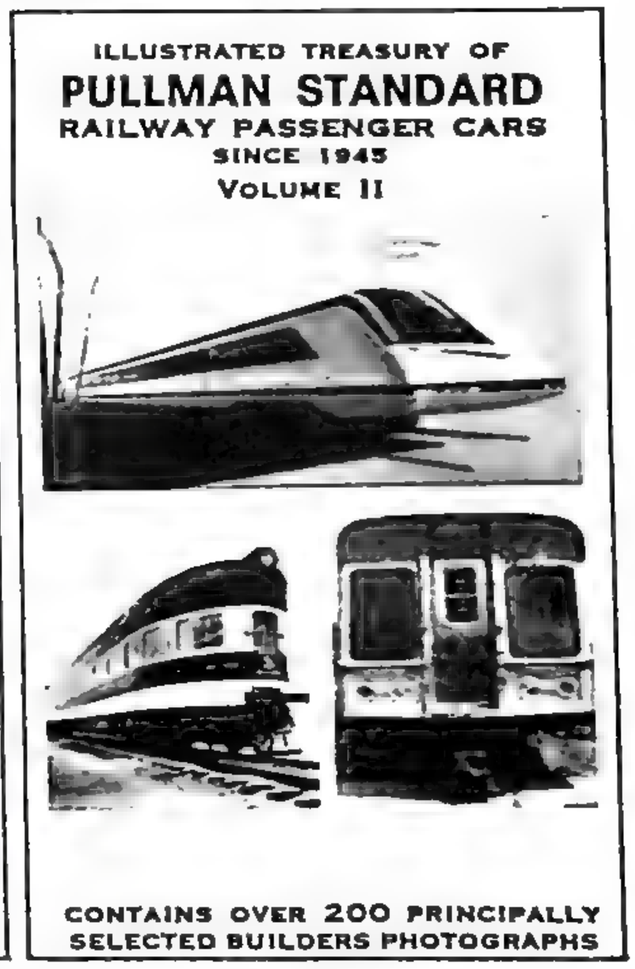

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Product News

One of the frustrations of putting together the feature in the September '81 R&R on the Sacramento Railfair was the feeling that I had enough material to do a book, not just a magazine article. Well, Joe Strapac found himself in just that same situation and *did* a book: *Western Steam Spectacular!* The 64-page 8½" × 11" softcover takes the work of some of the West's best photographers and presents it neatly with good photo reproduction and intelligent text and captions from the test runs to 4449's last miles home on a freight—plus color covers. The price is $10.95 postpaid ($11.18 in California, including taxes), from *Shade Tree Books,* P.O. Box 2268, Huntington Beach, CA 92647.

Freeman Hubbard's last book, which he saw completed just before his death in August, is a massive volume entitled *Encyclopedia of North American Railroading,* published by McGraw Hill, and available through Carstens' BOOK DEPOT on page 58. This 378-page 8½" × 11" hardcover is laid out like an encyclopedia, with rail history lore, technology and personalities capsuled in alphabetically organized listings. There are lots of photos and illustrations plus a good dose of Hubbard's love for railroading and railroaders. The price is $39.95.

Howell-North Books, 11175 Flintkote Ave., San Diego, CA 92121, has just released the Second Edition of Jim Shaughnessy's *The Rutland Road,* but with 16 pages of new material added to bring the history of the Rutland's successors—VTR, GMRR, OBPA, St. Lawrence, Steamtown—up to date. This 436-page 8½" × 11" hardcover sells for $30.00. Howell-North has just announced another new book, *Rail City: Chicago U.S.A.,* by George H. Douglas, a 288-page 8½" × 11" hardcover at $27.50.

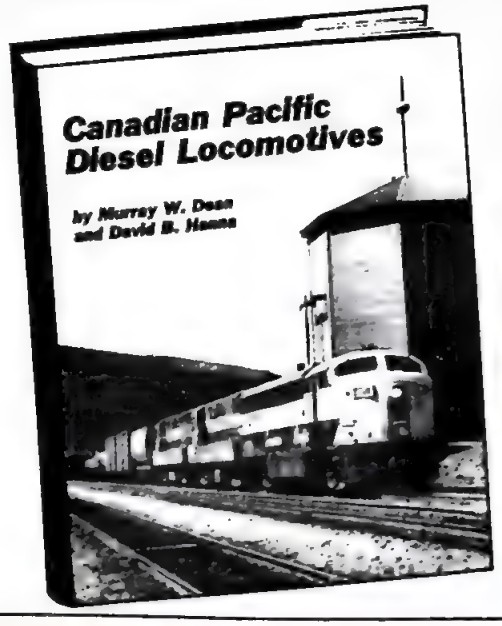
Darwin Publications' *The Movie Railroads* is now available, and this slick 258-page 8½" × 11" hardcover by Larry Jensen is one of the more unusual and entertaining railroad books that's come along in some time. Excellent action and behind-the-scenes photos illustrate the locomotives, productions and actors who mixed railroads with the movies. It would make a great Christmas present for any railfan or movie buff. The price is $34.95.

Calendar Call

Westrail Publications, P.O. Box 300, Glendora, CA 91740-0300, takes the honors again this year for the most interesting and attractive railroad calendar. Each month has one big photo and from two to six accent photos that follow through on the theme of the feature photo—for a total of 51 black & white photos. The photo reproduction on very heavy semi-gloss stock is absolutely excellent, and the photography is the work of the West's top photographers. The subject matter covers Amtrak at Donner, Tidewater Southern, Canyon Diablo, Sierra Baldwins, CPR's Stoney Creek Bridge, *Daylight* 4449, WP Fs, Rayonier Baldwins, SP on Cape Horn, Yakima Valley and others. A full 1983 "block" at the end is a nice touch. The folded-out wall format measures 22" × 14" and sells for $6.95.

Audio-Visual Designs P.O. Box 24, Earlton, NY 12058-0024, gets off to a colorful start with Don Wood's *All Pennsy 1982 Calendar* in a full color view of a fat 2-10-0 at an even fatter water tank. For the rest of the year you'll have to content yourself with just ordinarily stunning black & white views of Pennsy steam, electric and diesel action. The full-sheet 16" × 22" calendar features very large photos and excellent reproduction on very attractive pebble-grain stock. This is a quality job throughout for $5.25.

The *Michigan Railroad Club* has produced a handsome 12" × 24" folded-out wall calendar with full color photos including Ann Arbor GP35s in the snow, a GT carferry, a snowplow in action, GTW St. Clair Tunnel electrics, NKP 765 and a TP&W diesel freight, GO Transit F40s on freight, Soo Line



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Another full color calendar is the 1982 offering from the *Chicago & North Western Historical Society,* John S. Kamacher, Treasurer, 1812 Hood Ave., Chicago, IL 60660. This 10½" × 15½" folded-out wall calendar has color photos of C&NW SD45s, push-pulls, old scheme F7s, various Geeps and an E7, plus an Omaha Road RS3 and 4-6-2s, CGW red Fs, an M&StL gas-electric and an FtDDM&S interurban. The color reproduction ranges from adequate to very good, with a nice job overall. Price is $5.95 postpaid.

A real variety of black & white views of railroading in the Pacific Northwest makes up the *1982 Inland Empire Calendar,* highlighted by a color cover night shot of SP&S Fs and blue GN SDP45s at Spokane. Black & white subjects include GN/S&IE wooden interurban RPO, SI 2-8-2s, Milwaukee 2-6-6-2, St. Maries River chopped GP9, Edwards & Bradford narrow gauge Shay, GN W-1 electric and an NP doodlebug, among others. Photo reproduction is good, although a couple of photos are a bit washed-out. There's some interesting railroading, though, on this 11" × 17" folded-out wall calendar for $3.75 postpaid.

When you go for big pictures in a railroad calendar, you have to start out with extremely high quality original material—as the likes of Audio-Visual and Westrail have demonstrated with such success. We have had two calendars in for review this year that both suffer from the same problem: marginal original material that just breaks down when enlarged and reprinted. *The Fastest and The Finest,* a 22" × 14" folded-out b&w wall calendar from *Blue River Productions,* P.O. Box 6835, Rochester, MN 55901 ($7.95 postpaid), features a very nice layout and printing job on subjects of Minnesota railroading that range from very good (Milwaukee *Hiawatha* 4-4-2, the *Twin Cities 400* and the *Empire Builder*) to downright awful (C&NW streamlined Pacific and a shaky night scene). Where

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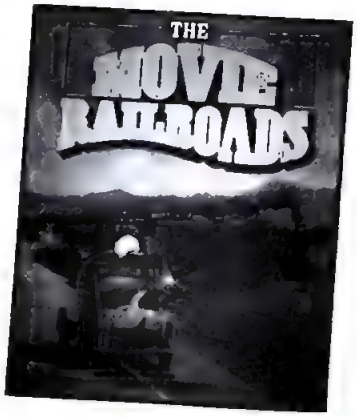

Rail and film historian Larry Jensen spent years of research, interviewed scores of actors, directors, technicians and railroaders to compile the data and photos for this unique book. It includes movie lists, casts, rail equipment rosters, location maps, promotional posters and over 350 action-packed photos.

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the originals were good, reproduction is good, but most of the photos appear to be pressed beyond their limits. This same problem exists with a huge 25" × 16" full-sheet wall calendar *Steam Scenes '82* from *Creative Calendar Co.* P.O. Box 10964, St. Petersburg, FL 33733 ($5.95). While the layout and actual printing are good and the great size is impressive, the selection of unsharp and poorly printed originals makes you want to wipe off your glasses. Some photos become artistic when blown up big while others simply deteriorate, as is the case here. The subject matter includes CNR 4-8-4 6167, Chessie 614, D&RGW narrow gauge Mikes, NKP 765, SR 4501 and Conway Scenic 0-6-0. A NYC Hudson at speed and *American Freedom Train* 4449 come out rather, however, well in the big format.

Book reviews

Norfolk & Western Railway, Pocahontas Coal Carrier, by Richard E. Prince, published by Richard E. Prince, Millard, NE 68137. 352 8½"×11" pages, hardcover. $36.50.

This is the latest in a long line of relatively unknown but excellent books written and published by Richard Prince covering topics such as the NC&StL, ACL and Georgia/A&WP/WofA. This newest book presents a comprehensive history of the Norfolk & Western and its predecessors. In addition, there is excellent, albeit brief, coverage of the Virginian Railway, including its integration into the greater N&W. In keeping with its "Pocahontas Coal Carrier" theme, the book concentrates on the "original" N&W with the takeover of the Nickel Plate and the lease of the Wabash and W&LE mentioned but not covered in any detail.

Unlike many books devoted to a single railroad, this volume does not degenerate into just another disorganized picture book. Rather, it is a true history, complete with dates, maps etc. In addition to the aforementioned corporate histories, there are chapters devoted to tunnels, and bridges, terminals and shops, locomotives, freight and passenger trains, electrification in the coal fields and, last but not least, the N&W's extensive marine operations at tidewater.

While this book is lavishly illustrated, reproduction suffers due to the matte-surface paper used. This results in a tendency for photos to be dark and/or muddy. It seems rather a shame that Mr. Prince did not opt for a glossy paper, even if it would have raised the price of the book. The layout of the book is most pleasing, and it is a work you will find yourself thumbing through repeatedly, even when not reading the text. Comments about the paper not withstanding, I feel this book represents an excellent value which should not be missed—MAX S. ROBIN.

Milwaukee Rails, by Robert P. Olmsted, 200 8½"×11" pages, hardcover, $26.95; and **The Streator Connection,** by Robert P. Olmsted, 96 8½"×11" pages, hardcover, $16.95; both published by McMillan Publications, 3208 Halsey Drive, Woodridge, IL 60517.

The team of Bob Olmsted and Joe McMillan have probably been responsible for the greatest number of consistently high quality railfan pictorials that this hobby has seen in the past few years. Olmsted is a creative and technically proficient "normal lens" photographer with a fine eye for composition and lighting and a knack for making familiar subjects look refreshing without resorting to extensive use of wide angle or telephoto lenses.

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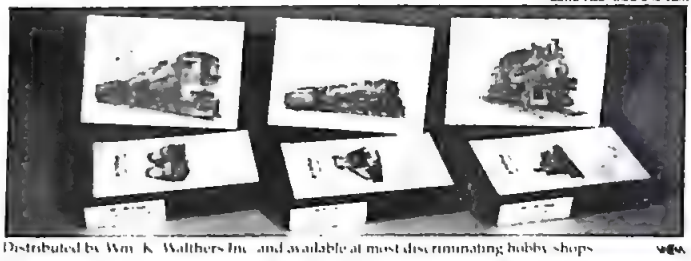

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Joe McMillan's photography seems to be a little less conservative but every bit as accomplished, and the two work very well together when it comes to books. The personal involvement of both author and publisher is evident in the final work, with clean, attractive layouts and excellent photo reproduction predictable in any of their products.

The most recent release, *The Streator Connection,* is strongly reminiscent of Olmsted's earlier works using his own photography augmented by only a handful of views from McMillan and Burdell Bulgrin. The title refers to the New York Central Kankakee Belt Route bypassing south of Chicago to provide a direct connection with the Santa Fe main line at Streator, Illinois. While a few NYC units get the book started, the bulk is made up of Penn Central and Conrail power mixing it up with Santa Fe units on the interchange and run-through operations. The inherent locomotive variety of both of these roads is expanded by coverage of some unexpected leased units—like a CN wide-nose GP38-2 on Conrail—and a sampling of the action on the roads that cross the Kankakee Belt like the Milwaukee's Southeastern, ICG and C&EI/MP/L&N.

A larger and more geographically comprehensive book is *Milwaukee Rails,* which involves the photography of a great number of expert railfans. Beginning with covered wagons on *Hiawathas* and commuters in Chicago, this book takes the reader outward over the system, sampling the fine variety of motive power and terrain that made the Milwaukee so appealing. The layout moves geographically while the photos range from early FM C-liners and EMD Fs to the most modern U-boats and SD10s. The images range from snowplows bucking a prairie winter to Geeps on a rural local and a *Hiawatha* Skytop obs to squarehead electrics at Beverly. The west end with its beautiful mountains, trestles and electrification receives superb coverage but does not dominate the book.

The book left me with a twinge of nostalgia for what was lost with the west end of the system, and I almost got the feeling that the entire railroad should be discussed in the past tense. The realization that a very big part of the system still survives brought forth a sudden craving to go out to catch an SD10 in Wisconsin's fall colors or a set of GP40s at Savanna. What was lost should make what remains even more precious, and this book puts a lot of that into perspective.

Typical of both of these books is minimal text with extensive and informative captions. They are pleasing both to the eye and sense of railfan curiousity. You get a real "feel" for the railroads involved—J.B.

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Freeman H. Hubbard: 1894-1981

One of the most enduring pioneers of rail journalism, Freeman Hubbard, died on August 13, 1981, of acute leukemia. A man of remarkable energy and stamina, he had just completed and seen the first printed copies of his massive *Encyclopedia of North American Railroading* for McGraw-Hill before his death.

Freeman was born in Philadelphia on April 12, 1894, and his father was a lifelong employee of the Pennsylvania Railroad. He completed high school and got a degree from the Pennsylvania Academy of Fine Arts in 1914, launching into a journalism career with Philadelphia and New York newspapers. In 1928 he joined the editorial staff of *Argosy*, published by Frank A. Munsey Co., of New York, and in 1930 was transferred to that company's *Railroad Man's* Magazine. Within two years he became its editor and shortened the name to *Railroad* Magazine, altering its content to appeal to working railroaders and the almost unrecognized, at that time, fraternity of railroad fans. Small in trim size but thick in pages, the old *Railroad* was a vast wealth of rail lore, technical information and fiction stories. It accurately reflected the feeling of everyday railroading of its era—an era which Hubbard dearly loved and never really left. He eagerly professed his fondness for the people and lore of the high iron over the louver-counting approach to the technology of the diesel era, and he was a delightful living link with the Grand Old Days of railroading.

With *Railroad's* demise in 1978 and sale to Carstens Publications where it was merged into RAILFAN, Freeman retired from active editing and was honored on the masthead of RAILFAN & RAILROAD with the title of Editor Emeritus. The author of nine books approximately four decades of magazines, Freeman Hubbard leaves a wife, son, two daughters and an entire continent of friends, critics and admirers.

Stephen D. Maguire: 1911-1981

One of the best known names in the rail traction hobby was Steve Maguire, the editor of our TRANSIT TOPICS column until his death on September 17 from a rare virus infection. Vigorous and active until the illness suddenly struck this past summer, Steve's passing caught most of his friends and readers by surprise. He is survived by his two daughters, Kathie and Elsa.

A lifelong resident of New Jersey, Steve was born in 1911 in Jersey City and became a railfan—and especially a traction fan—at an early age. He began reading *Railroad* Magazine in 1935, and in 1941 began contributing a traction column—entitled in those days "A Section For Juice Fans" as part of "On the Spot." His column carried a number of names over the years and was incorporated as TRANSIT TOPICS into RAILFAN & RAILROAD in May 1979. His column brought the magazine a large following of traction fans.

With degrees from Rutgers, Columbia and NYU, Steve Maguire was a lawyer who first worked as a claim agent for the NYO&W and NYS&W before moving on to become district claim agent for the Erie in 1945. In 1947 he took up residence as a municipal court judge in Belmar, N.J., and spent the rest of his life both as a judge and a lawyer.

In addition to his obvious interests in rail traction, Steve was an accomplished keyboard musician and was particularly fond of huge theater pipe organs. As a railfan, he collected immense quantities of hardware and data and was a very active and able photographer—not just of traction subjects, either. Steve was always willing to share his material with fans and authors and was very highly regarded in the hobby. One of his favorite diversions was visiting friends at the Columbia Park & Southwestern trolley museum in North Olmsted, Ohio, and spending the weekend as a motorman. His presence in the hobby will be missed by all.

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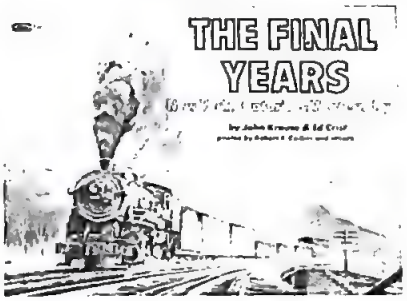

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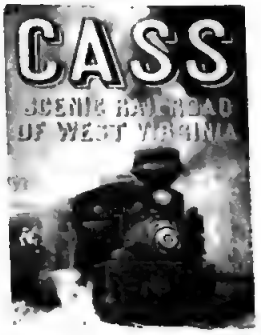

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Discussion: The ACE 3000

Some questions

From
John J. Wheelihan
Supervisor of Product Installation, Service Department, Electro-Motive Division, General Motors

Mike Iczkowski's letter in FANMAIL of the May 1981 RAILFAN & RAILROAD on the ACE 3000 versus electrics is the first down-to-earth commentary I have read so far about the ACE engine. In addition to your coverage in the January 1981 R&R, I've read and saved a number of smaller articles on the ACE from the Chicago *Sun Times* and Akron *Beacon Journal*, in addition to the January 1981 *Modern Railroads*. In all of the above, I have yet to see any mention, discussion or questions concerning two basic areas of the ACE concept:

(1.) In comparing the reciprocating steam-driven locomotive with diesel-electric or electric locomotives, there has been no mention of the fact that the steam locomotive is a constant torque (i.e. tractive effort) machine, whereas the diesel-electric and electric are constant horsepower machines. This is why a steam locomotive, if it can just get the train moving, can accelerate to great speeds because the horsepower per ton ratio is so high. The ACE 3000, according to published information, will have 60,000 lbs. maximum axle loading, which comes out to 240,000 lbs. weight on drivers out of 420,000 lbs., plus another 360,000 lbs. dead weight of the support unit, or 780,000 lbs. overall combined weight. Estimating a starting adhesion factor of 20% for a steam locomotive, which the ACE might obtain its with driver diameter and advanced cross-balancing, the ACE's starting tractive effort could be 20% of 240,000, lbs. or only 48,000 lbs. TE. Also, remember that this 48,000 lbs. TE cannot actually be utilized to start a train because the ACE has 540,000 lbs of dead weight (or about three loaded cars) to haul around. Thus, we now have established a practical, obtainable performance rating of an ACE 3000 of around 45,000 to 46,000 lbs. TE, at 3000 h.p., at 30 m.p.h. for use in heavy coal hauling, which is the previously-stated purpose of the ACE program.

Now let us compare the above to a diesel or an electric. Item: The basic EMD SW1001, 1000 h.p. switcher at 230,000 lbs., has a conservative starting adhesion factor of 25% (proven in service), which gives us 57,500 lbs. starting TE and drops to 42,000 lbs. of continuous TE at six to seven m.p.h. Thus, the SW1001 will start and drag more tonnage than the ACE. (Remember now, in heavy coal hauling, tractive effort is the name of the game, not horsepower!)

Item: The basic EMD GP40-2, at 257,000 lbs., has a conservative starting adhesion factor of 30%, giving over 77,000 lbs. starting TE and reducing to a continuous of 55,400 lbs. TE at eleven m.p.h.

Item: The basic EMD GP50, at 260,000 lbs., has a conservative starting adhesion factor of 38%, giving 98,800 lbs. starting TE reducing to a continuous of 64,200 at ten m.p.h. Again, this has been proven in service.

Item: An EMD 6000-h.p. electric, like the GM6C demonstrator, has the same starting adhesion factor of the 50 series diesel, i.e., over 35%, but is able to maintain far higher continuous adhesion levels (60,000 lbs. continuous at 30 m.p.h., for example), even out to 40+ m.p.h. The electric tends to combine the best of both worlds by having very high starting/continuous TE like a diesel, plus very high horsepower for acceleration to 60, 70 or 80 m.p.h. fast freight service. Electric locomotives, also, "burn coal" via power generating plants.

Item: Survey those railroads that handle most of our nation's coal, and you will see that their proven operating philosophy, even back in the steam days, is based on tractive effort. Coal trains are powered to ascend ruling grades at ten m.p.h. speeds on any given day of the year, weather conditions and track/flange oilers not withstanding. And that, fans, is strictly tractive effort!

Conclusion: A single GP38-2 or GP40-2 will noticeably outperform a single ACE 3000 in heavy tonnage service, a single GP50 will come very close to doubling the work of a single ACE in tonnage, and a single SD50 (152,000 lbs. starting TE or 96,300 lbs. TE continuous at nine m.p.h.), or 6000-h.p. electric will simply blow the doors off any *two* ACE 3000s, in any kind of service. Which now, brings us to basic area number two:

(2.) Energy versus efficiency: I have seen no rational statements to date comparing coal to oil when used as locomotive fuels, with comparisons of locomotive efficiencies. The low sulphur coal in the U.S. has only about half the BTU, per pound, when compared to railroad diesel fuel at 19,500 BTU per pound. Today's model diesel-electric locomotive is over 30% efficient at the rail, and an EMD 6000-h.p. electric is 65% efficient at a continuous ten m.p.h., increasing all the way up to 82% efficient at the rail above 30 m.p.h. The reciprocating steam locomotive in its prime was at best 13% efficient at the rail and rarely obtained adhesion factors over 16%. Referring to a statement made by Dr. M. Dayne Aldridge of ACE that "the steam locomotive is more efficient than the widely used diesel-electric engine and has lower maintenance costs" leads one to believe that he has found a way to defy some laws of physics and more than double the efficiency and adhesion levels of a steam locomotive all

at once. A neat trick, and one which should guarantee him a Nobel Prize! Mr. Aldridge has, also, never done any boiler work, such as replacing tubes or staybolts, blowing flues, changing superheater units, maintaining running gear with inside connections, maintaining lubricators, air pumps and feed water systems, etc., if he thinks that a steam locomotive is easier and cheaper to maintain than a diesel or an electric. When was the last time you met a fully-certified boilermaker on today's railroads?

Now, combine the labor intensive steam boiler and associated running gear with the very low efficiency/adhesion at the rail and compare this to a diesel or straight electric; no matter how cheap coal is now—besides, do we really believe that the price of coal will stay low if the demand doubled or tripled—the ACE 3000 will not likely reduce the nation's diesel fleet to 5,000 within 15 years, as stated by Mr. Rowland. If ACE is so intent on using coal, why not spend $30 million on coal gasification or liquefaction to use in internal combustion engines or power plants as an alternate to petroleum?

Some answers

From
Dr. David A. Berkowitz

American Coal Enterprises locomotive design staff physicist and combustion and computer control engineer.

We are very pleased to be able to respond to Mr. Wheelihan's questions and appreciate your interest in exploring motive power issues in the pages of RAILFAN & RAILROAD. Mr. Wheelihan has identified two of the critical issues which will influence railroads in considering a new generation of coal-fired locomotives: performance and energy efficiency.

With respect to performance, we feel that Mr. Wheelihan's analysis is quite reasonable and find it helpful to us because it indicates how readily even the most competent observers of locomotive developments naturally fall back on technology of 30 years ago at first mention of steam locomotives. That's quite understandable, since traditions are very strong and the sense of romance is infectious. We know of and respect Mr. Wheelihan's hands-on experience with steam locomotive restoration and support such efforts that renew our national awareness of the great technological achievements during the steam era. Yet, the ACE 3000 is not a conventional steam locomotive. It could not have been built 30 years ago. Just as the GP50 embodies improvements with respect to the early diesels, the ACE 3000 builds on technological improvements in materials, combustion, steam generation and process control that enable higher efficiency, improved adhesion and adhesion control, and reliable, low maintenance operation.

There is no doubt that a modern diesel locomotive with controlled slip can achieve very impressive starting tractive efforts. The ACE 3000, whose design weight including both units is 650,000 lbs., will also employ controlled slip, and at low speed can incorporate a modern, efficient and trouble-free booster engine on its support unit. Furthermore, the ACE 3000 will be able to operate continuously at full throttle at any speed.

Mr. Wheelihan helpfully points out that reciprocating steam locomotives and diesels are different types of machines. Consequently, it is always possible to find peculiar attributes of one which appear to be better than the other. Our hope is that the ultimate comparison will be based on an appraisal of overall performance including factors such as total running time between terminal points, cost of operation, fuel cost and availability, mtainenance issues (for locomotive, as well as track) and so forth.

The second issue Mr. Wheelihan has raised regards energy and efficiency. The report he has been waiting for will shortly be available, as a result of a two-year study by Caltech's Jet Propulsion Laboratory sponsored by the U.S. Department of Energy, entitled "Future Propulsion Systems for Railroad Locomotives." It compares coal and oil for many types of locomotives, including some very advanced concepts, of many different efficiencies. Their conclusion was that coal is the most practical and cost-effective fuel for railroads regardless of the type of locomotive that burns it, and that reciprocating steam is the most practical near-term alternative for a locomotive that could significantly reduce the railroad fuel budget.

We do not understand Mr. Wheelihan's concern for the heating value (B.T.U./lb.) of coal vs. oil, but are fully aware that the conversion of fuel energy into drawbar pull is approximately twice as efficient in a modern diesel as it is in the ACE 3000, and we have accounted for that in our cost projections. It is interesting to note that the efficiency of EMD's 6000-h.p. electric locomotive (quoted by Mr. Wheelihan as 65% at ten m.p.h.), when combined with the efficiency of generating electricity at a coal-fired power plant (about 35%) and the normal transmission and distribution losses, gives an overall energy efficiency for electric locomotives (coalpile to drawbar) that is just about the same as for an ACE 3000.

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DEALER TERMS AVAILABLE

Railnews

SOUTHERN BERKSHIRE While a rash of last-minute problems delayed the debut of Southern Ry. 2-8-4 2716, the green and gold FP7s have been covering the 1981 excursion schedule. The Birmingham steam crew has been completing a very thorough restoration of Kentucky Railway Museum's ex-C&O 2716, but problems in some critical missing parts and with some contracted-out work slowed the progress. Things finally came together on October 8, however, when she was steamed up and rolled out for her formal portrait. She made a break-in run with the L&N canteen and caboose to Chattanooga on October 10, returning to Birmingham the next day with 16 hoppers in tow for a 1900-ton train. Her first public runs will be the TVRM trips out of Chattanooga beginning October 17.

The 2716 has emerged as a Southern Berkshire, not a C&O Kanawha. This is understandable, as the merger partners SR and N&W are becoming arch rivals of C&O's CSX. The 2716 has had her C&O number boards removed and low headlight replaced with a classic SR-style centered one. The paint scheme is black with gold passenger striping and large numbers on the tender flank. The engine represents a 2-8-4 as the Southern would have likely handled one—the SR never owned a steam locomotive with a four-wheel trailer truck. Although it would have been nice to see the 2716 as authentic C&O, it is very understandable why the Southern would be reluctant to flaunt the image of its competition in the present merger atmosphere—and we *do* have C&O 614 to fill that void. The 2716 is a very interesting and attractive totally "new" locomotive.

NORFOLK & WESTERN On October 1, 1981, Robert B. Claytor, president of the N&W, was elected to the additional position of chief executive officer, succeeding John P. Fishwick, who retired on that date as chairman and chief executive officer. The 59-year-old Claytor has been president of the N&W for the past year, serving as executive vice president for the ten years before that. This is hailed as particularly good news within the railfan fraternity, as Robert Claytor has shown positive signs of emulating the career of his older brother, W. Graham Claytor, the now retired and highly acclaimed former president of the Southern Railway.

Within two weeks of Mr. Claytor's taking office, news was released of the departure of N&W Class J 4-8-4 611 from its home in the Roanoke Transportation Museum for overhaul in the Southern steam shop in Birmingham, Ala. The 611 is to be moved from the museum on October 16, sent to the N&W Roanoke Shop for initial preparation and then shipped to Mr. Purdie's crew at Birmingham for restoration.

1982 marks the centennial for both the City of Roanoke and the N&W Railway, and it is hoped to have the streamlined 4-8-4 available for excursion service before the end of the summer, although no deadlines are presently being set. The N&W is, in the meantime, refurbishing the coaches released from the N&W/Wabash Chicago-Orland Park commuter train, which will be combined with some NRHS-owned equipment to create a twelve to 14-car matching *Powhatan Arrow* consist to go behind the J. While 1982 trips are expected to concentrate in the Roanoke area, future plans call for system-wide operation.

CHESSIE 614 The mechanical problems that nagged Ross Rowland's C&O 614 last year have been completely corrected, and Lima's last 4-8-4 has been putting on a spectacular season with the *Chessie Safety Express* excursion program promoting grade crossing safety and Operation Lifesaver. In the first half of the 1981 season (the train and crew took a scheduled "vacation" in July and August while the 614 received routine maintenance in Hagerstown) saw the *Safety Express* carrying 14,544 passengers 4,473 miles on 20 trips, primarily in the Midwest. The fall season was kicked off on the September 12 weekend with two dramatic trips out of Cumberland, Md., up 17-Mile and Sand Patch grades on consecutive days. With new valves and cages, the 614's exhaust was noticeably sharper and her performance on the grades more confident. A week later, on September 20, the 614 paused in Wilmington, Del., alongside CPR Royal Hudson 2839 and a 4-6-2, 0-6-0 and live 4-4-0 from the Wilmington & Western as the Chessie train was en route to Philadelphia.

During the mid-summer layover, part of the *Safety Express* consist was used for employee excursions over the old Buffalo Rochester & Pittsburgh lines of the B&O behind Geeps with a deadhead move out of Pittsburgh and two round-trip excursions between East Salamanca and Buffalo and a round trip between Rochester and Gainesville. These were the first passenger trains over the BR&P since steam service in 1955.

A FATAL COLLISION An MBTA Gloucester Branch commuter train hit a B&M local head-on at Beverly, Mass., on August 11, killing four people and injuring 29. The commuter train of push-pull equipment was running cab car forward when it struck the GP9 on the Salem Switcher, causing the cab car to ride over the top of the long-hood-forward Geep and come to rest at a steep angle with the mangled cab nearly 20 feet off the ground. Trains were being single-tracked around trackwork on the normal southbound track, and an intensive investigation is under way to determine how the freight got out onto the single track in the face of the regularly-scheduled passenger train.

What makes this accident of particular significance to the readers of this magazine is that one of the four people killed was a railfan, John H. Daniels, of Hingham, Mass., who was taking an unauthorized cab ride on the freight. The other fatalities were the passenger engineer and two crewmen on the B&M Geep.

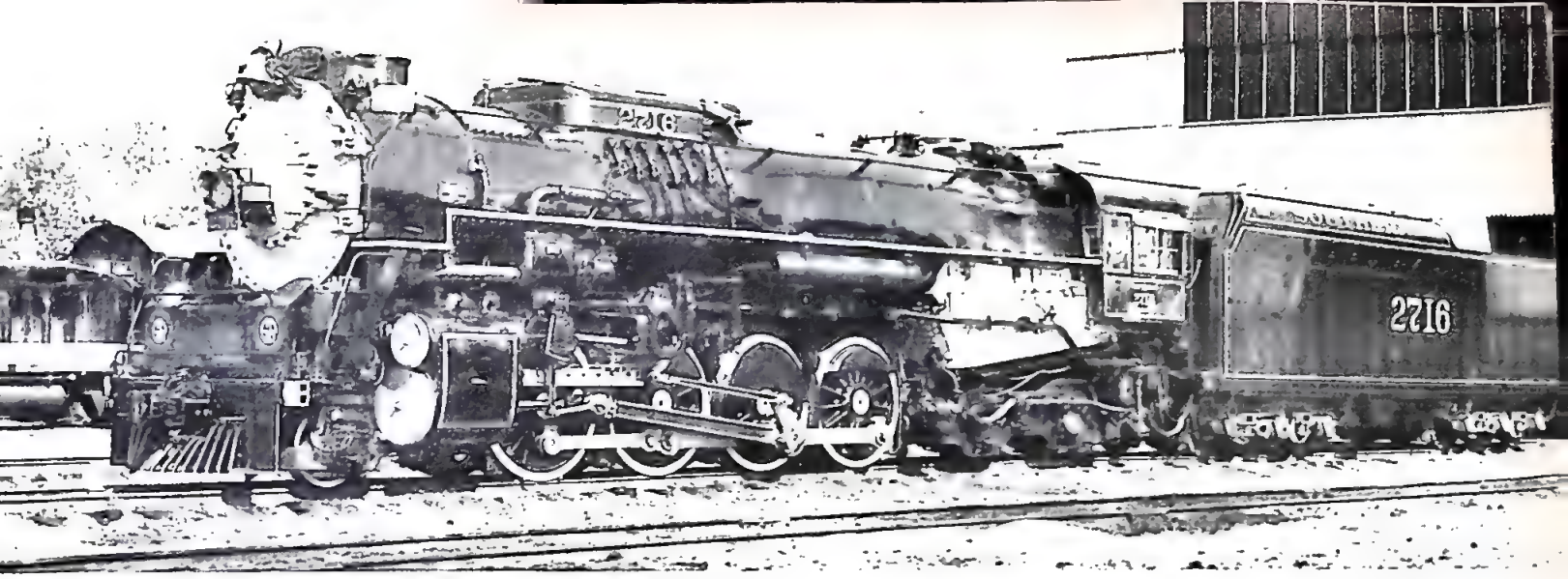
LRC DEBUTS In Ontario, the last long weekend of the summer season combines with the wind-up of the Canadian National Exhibition in Toronto to make the Labor Day Holiday one of the busiest travel periods of the year. To cope with the increased passenger loads this year, VIA Rail leased several GO Transit bilevel trainsets with F40PHs and GP40TCs for use on the Toronto-London-Windsor corridor. Also, VIA pressed its new LRC train into service on the Toronto-London-Sarnia route. A six-car LRC consist with engines 6901 and 6904 made one round trip each day from Toronto to Sarnia on September 4, 5 and 7, as the first revenue trips for the LRC—BRIAN C. NICKLE.

KATY TO ELECTRIFY Who will be the first U.S. road to initiate main line electrification? It looks like the Missouri-Kansas-Texas! Katy management announced in September that they intend to electrify the 321 miles between Ft. Worth and Houston, Texas, by 1986, and they have committed $322 million to the project. Although the Katy is shouldering the full financial burden, the project is being done with the cooperation of the Lower Colorado River Authority which receives coal via Katy to its power plant at La Grange, Texas. The purpose of the electrification is to lower operating costs and reduce the railroad's dependence on increasingly expensive diesel fuel.

GTW 4-8-4 6323 After many years of storage in Detroit, Robert T. Johnson's GTW 4-8-4 6323 was moved last August to the Illinois Railway Museum at Union, Ill. Although stripped of jacket and lagging, the 4-8-4 was painted, lettered and looking surprisingly "complete" for the move. Johnson has stated that he hopes to restore the engine to serviceable condition. He also owns GTW 1951, Alco's last RS1, which is also at IRM. The 6323 ran railfan excursions on GTW until 1961.

EASTERN SHORE R.R. Rail Management Associates is withdrawing from operation of the 96-mile Virginia & Maryland on October 31 as the line has been purchased by a local business and government group who will operate it themselves as the Eastern Shore Railroad. The former-V&M management will continue to operate the smaller Maryland & Delaware lines. The new Eastern Shore is apparently turning away from the V&M Alco policy, however, as two blue and white Geeps bearing Naparano builders plates were sighted in Allentown, Pa., en route to the ESRR on October 10. ESRR 1600 appears to be ex-Hillsdale County 1600, a classic Paducah rebuild, while 1603 has the look of a WM chop nose.

EBT WINTER TO SPRING The East Broad Top's Winter Railfan Spectacular, traditionally held in February, has been cancelled for 1982 and rescheduled as a Spring Spectacular for May 1-2.

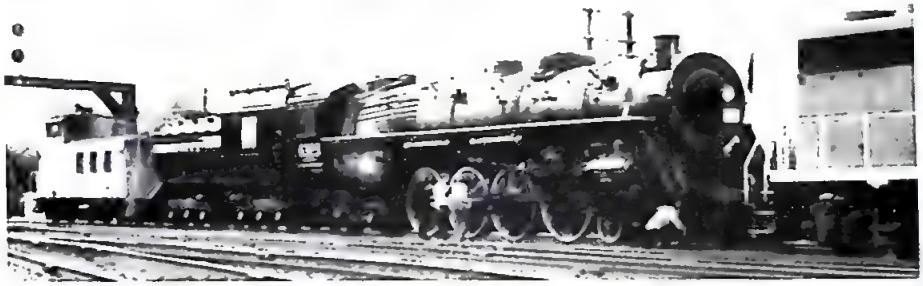


SUSAN KARHAN

SOUTHERN BERKSHIRE 2716 made her steaming debut on October 8, 1981, outside the Birmingham shop. C&O Kanawha 2716 emerged from overhaul with a completely revised front end as a Southern Berkshire—a totally new locomotive. One could speculate that his is what an SR 2-8-4 would have looked like had the SR opted for Super Power under WPB restrictions during World War II and chosen the C&O design, as the PRR did with the C&O 2-10-4s, for instance. Oh yes, she's black.

A FATAL COLLISION between an MBTA push-pull commuter and a B&M local freight took four lives at Beverly, Mass., on August 11. One of the dead was a railfan riding the cab of the Geep.

ERIC DAVID BOTHWELL



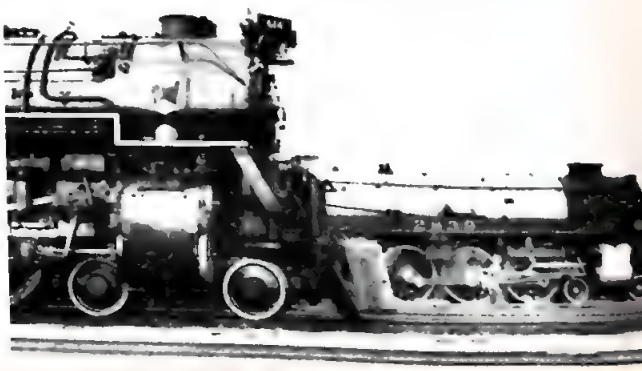
GTW 4-8-4 6323 was moved in August from storage in Detroit to the Illinois Railway Museum at Union, Ill., and was fixed up and painted for the move. The engine's owner, Robert T. Johnson of Chicago, was inspecting it here at Pontiac, Mich., along with Dave Conrad and a museum crew.

JIM CROSBY

LAWRENCE URBANSKI

CHESSIE 614 has been performing splendidly on its 1981 schedule of the *Chessie Safety Express.* During the scheduled summer gap in the *Express* operations, some of its cars were used on Chessie employees' excursion runs on the old BR&P, one of which was passing through LeRoy, N.Y., behind Geeps on August 1. On September 20, the 614 was en route to Philadelphia when it paused at Wilmington, Del., alongside steaming Wilmington & Western 4-4-0 98 (below left) and a line of W&W equipment that included Royal Hudson 2839, stored at W&W since her last SR excursions.

TWO PHOTOS JIM BOYD



Railnews

BANGOR TO BUFFALO On August 24-29, 1981, financier Timothy Mellon and the executives of the railroads involved made an inspection train tour of the Maine Central, Boston & Maine and Delaware & Hudson from Bangor, Maine, to Scranton, Pa., and Buffalo, N.Y., using a B&M GP40-2 and MEC and D&H passenger and business cars. On September 1, 1981, the Norfolk & Western signed a letter of intent for the sale of the common stock of the D&H to Mellon's Guilford Transportation Industries. Thus, Mellon, who already owns the Maine Central, has now made firm offers for the Boston & Maine and D&H, both of which require ICC approval—and the D&H sale is dependent upon ICC approval of the B&M sale. While operations of the three roads will become more closely coordinated, initial indications are that Mellon intends to keep their separate identities.

THE LAST TURBOLINER It was a bad year for turbos, as Amtrak retired its Midwestern French-built Turboliners in September because of high operating cost. The six $25 million turbos were purchased in 1973 and ran between Chicago and St. Louis, Detroit and Milwaukee; they are presently stored at the Brighton Park servicing facility, with F40s and Amfleet trains running their last Chicago-Milwaukee schedules. Amtrak's Rohr-built turbos are still going strong in New York, however. Meanwhile, in Canada, Brian Nickle reports that the burnt-out wreckage of VIA's United Aircraft Turbo-Train which was the victim of a fire while en route from Montreal to Toronto on May 29, 1979, was cut up for scrap at CN's London Reclamation Yard in September 1981. VIA's two surviving UA Turbo-Trains are expected to remain in Toronto-Montreal service until mid-1982.

ICG GP26 CORRECTION We must correct last issue's report on the Illinois Central Gulf Paducah-rebuilt "GP26" units. While the units appear to be rebuilt GP35s, the railroad reports that the only two done to date, 2601 and 2602, are actually GM&O GP30s 502 and 514. They retain their turbochargers and 2250-h.p. rating and GP30 long hoods but have gotten new GP38-2 type cabs and GP35 type central air systems. They are assigned to Iselin Shop in Jackson, Tennessee. The remainder of the ICG's ex-GM&O GP30s and GP35s are reportedly in storage and awaiting disposition or possible rebuilding if business picks up. The ex-ICRR GEs are now off the roster and stored at Chicago's Woodcrest Shop awaiting disposition.

MOTIVE POWER NEWS The **Central Vermont** now has all of its locomotives repainted into the new green and yellow scheme.

The **Pittsburg & Shawmut** received two of its expected three "new" ex-Conrail Geeps in September, stenciled P&S 101 and 102.

The **Columbus & Greenville** acquired three more ex-FEC GP7s (614, 615, and 618) in June to augment its few remaining Baldwins road switchers. At last report two of the Baldwins were still in regular service.

The **LaSalle & Bureau County**, while expanding its business and roster (the blue Geep, November '81 page 2) elsewhere, has sold its two Baldwin switchers at the home plant in LaSalle to Chrome Crankshaft. No. 9, wearing a stunning new pinkish-purple paint job, will be shipped to **Transkentucky Transportation Inc.** in November, while No. 8 remains in LaSalle as property of Chrome Crankshaft. The LS&BC will replace the Baldwins with a six-wheel Plymouth switcher. They are presently running only on Tuesday and Thursday mornings. Ironically, LS&BC's old VO660 No. 6, which was sold many years ago to Standard Gravel in Louisiana, is back in Illinois at Railco in Joliet.

On Sunday, August 16, **Conrail** moved their dead GG1s from Amtrak's Wilmington, Del., shop to Enola Yard in Harrisburg via a special train to Perryville and up the Port Road. All of Conrail's GG1s have been long retired, and at this time all of its electric freight locomotives (E44s and E33s) are out of service, with most stored at Harrisburg.

Good news on the GG1 front! **N.J. Transit** has been given a one year extension on the lives of its remaining GG1s. Potentially hazardous PCBs in the GG1s' transformers had the units slated for December 1981 retirement under a Federal EPA order, but a one-year extension was granted. Red-and-pinstripes 4877 has become a real celebrity on the regular South Amboy-Penn Station runs.

Boston & Maine's derelict F7 4266A has been leased by the 470 Railroad Club of Portland, Me., and will be given a new home on the **Conway Scenic R.R.** in New Hampshire. Volunteers will repaint the unit to its original B&M maroon and gold.

The **Santa Fe** is experimenting with a new method of keeping foreign matter (dirt and exhaust emissions) from entering its air intakes and clogging the air filters on its road diesels. Farr snow shields are being applied along with new vertical deflector fins on the roofs of 60 units being remanufactured by San Bernardino Shops in 1981. The units include 16 SD45s, 15 SD40s, 13 GP35s, ten GP20s and six GP30s. Because of their curved cab roofs, the GP20s and GP30s will not get the snow shields.

Burlington Northern's West Burlington Shops reinvented the booster unit when they rebuilt wreck-damaged SD40-2 7221 and cut expenses by eliminating the cab. Initially numbered 900-B in late July, the "SD40-2B" has been renumbered 7500. Another rebuilt B-unit, 2600, is a Frisco GP38AC.

THE LAST RUN The 2½ mile Skaneateles Short Line R.R. made its last run on July 15, 1981, closing out 140 years of history for the upstate New York hauler. The line's owner and only shipper, Stauffer Chemical, is closing down its plant in Skaneateles Falls and abandoning the railroad. Its two locomotives, GE 44-ton 6 and 45-ton 7 are up for sale.

CNR GEEPS The Canadian National has embarked upon a capital rebuild program which will eventually see 150 GP9s upgraded and modernized at their Point St. Charles Shop in Montreal. The rebuilds will feature a reworked prime mover rated at 1800-h.p., a chopped nose, modern electrical systems, pilot-mounted snow plows, crew comfort amenities such as improved toilets and refrigerators, shatterproof cab windows and internal winterization modifications to reduce weather-related engine failure.

The first of the upgraded GP9s was placed into branch line service during mid-1981, and the balance of the program is expected to take approximately five years to complete at a cost of $75 million—BRIAN C. NICKLE.

VANISHING SHORT LINES Two New England short lines lost their identity last summer as locomotives from parent roads took over operations. In Maine, the 12-mile Portland Terminal Company pretty much disappeared as a separate railroad as ten GP7s from owners Maine Central and Boston & Maine took over regular switching duties. PT was noted for its fleet of 14 assorted Alco switchers which populated Rigby Yard and worked industries in the Portland area. Several PT Alcos are stored outdoors at Rigby for standby service, but Portland is now Geep City. Two PT Alcos found their way to other short lines, however. S4 1062 went to the Fore River R.R. in Massachusetts as its No. 18, while PT Sl 1008 was sold to the State of New Hampshire for use on the State-owned Concord-Lincoln line that was once the 72-mile Goodwin R.R. and is now being operated as the southern division of the North Stratford R.R.

In Rhode Island, the tiny (1.4-mile) but busy Moshassuck Valley R.R. was purchased by the Providence & Worcester on September 1. P&W diesels now work the MV trackage, replacing the MV's pair of GE centercabs (a 50-tonner and 65-tonner). The MV units will apparently be retained by the P&W and used elsewhere. With the sale of the MV, Rhode Island loses its last small independent short line, as the Narragansett Pier was abandoned earlier in 1981, and the Warwick Ry. was bought out by the P&W in 1980—TOM NELLIGAN.

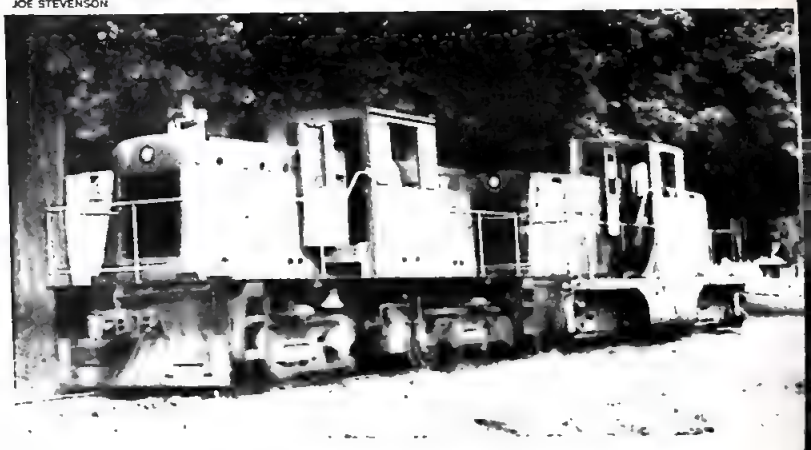
BRAC OUT IN CANADA Results released early in September 1981 indicated that CP Rail train dispatchers and operators voted to oust the Brotherhood of Railway & Airline Clerks as their bargaining agent in favor of a brand new union called the Rail Canada Traffic Controllers. Earlier in the year, BRAC was also voted out by the dispatchers and operators on the CNR, who were the first to go with the new RCTC. Created by former BRAC members, the Winnipeg-based RCTC is now attempting to recruit members on Canada's smaller railroads—BRIAN C. NICKLE.

RONALD N. JOHNSON

BANGOR TO BUFFALO by special train was the August 24-29 itinerary for Timothy Mellon and officials of the Maine Central, Boston & Maine and Delaware & Hudson. With B&M GP40-2 308 in the lead, the train of MEC and D&H cars pauses at Waterville, Me., on the first leg of the trip. The train tied up that night in East Deerfield, Mass., and continued the next day to Scranton, Pa., winding up in Buffalo, N.Y. Mellon now owns the MEC and has firm bids in for the B&M and D&H, both of which are pending ICC approval.

TERRY NORTON

JOE STEVENSON



THE LAST TURBOLINER operated in the Midwest as Amtrak 332 to Milwaukee on August 8, 1981. All the French-built turbos are now in storage at Brighton Park. The Rohr turbos are still running in New York, though.

THE LAST RUN of the 2½ mile Skaneateles Short Line was on July 15, 1981. Its two locomotives, GE 44-ton 6 and 45-ton 7, are up for sale.

MIKE MARTIN

RON PALMQUIST

MOTIVE POWER NEWS includes the Santa Fe adding snow shields and "fins" to protect air intakes on its remanufactured diesels, such as SD40 5016 at Ash Fork, Ariz., on September 6. The BN created an "SD40-2B" from wreck-damaged 7221; initially numbered 900-B, it was wearing 7500 at Alliance, also on September 6. B&M F7 4266A has been acquired by the 470 Club and will be repainted B&M maroon and gold at Conway Scenic R.R.

GLENN H. BROWN

L.L. DAVIS

TERRY MOTT

SECOND HAND GEEPS are showing up all over the place as the big roads find themselves with a surplus of power. The Columbus & Greenville in Mississippi (above) has added three ex-FEC GP7s to its fleet but is reportedly still operating two of its Baldwin road switchers. The Geeps are shown at Columbus on June 15, 1981, shortly after their arrival. The Pittsburgh & Shawmut has acquired three ex-Conrail GP7s, two of which were at Brookville (left) on July 6, 1981. The 101-103 will augment the P&S's present fleet of seven SW9s and one GP7.

A night to remember

It was a night to remember.
It was a night many of us will long remember.
It was a night that the railroad would just as soon forget.

PHOTOGRAPHY BRUCE OWEN NETT

It was December 21, 1980, and the location was Brownville Junction, Maine. It was a night that saw for the first time in over a quarter of a century a second section of a passenger train in the state of Maine. As a matter of fact, it turned out to be second sections of two passenger trains running the same night, as they would do for three additional nights during the holiday season.

The other thing that will be long remembered was the bitter cold. Officials said that it was the coldest night for railroading in some 75 years.

The whole operation involved VIA Rail and its *Atlantic*, which crosses Maine nightly in both directions on the Montreal-Halifax route. This is a train that had run for 25 years as the *Atlantic Limited* under the flag of the Canadian Pacific and by VIA Rail for the past two. It has been the only rail passenger train to operate in Maine for close to 20 years.

The night in question was something special in that it was really the first night of the Christmas rush. Each of the trains had long since been sold out. The consist in each direction was 15 cars, with three diesels doing the honors. But that wasn't all. In addition to the normal service between Montreal and the Maritimes VIA Rail scheduled a second section of each train to operte between Toronto and Halifax.

According to the schedule Train 11, westbound to Montreal, was carded to stop in Brownville Junction for crew change at its normal time of 10:40 p.m., with its eastbound counterpart, Number 12, due in at 2:20 a.m. The second section of each train was scheduled to run 20 minutes later. It didn't work out that way. Not by a long shot.

Each train left its departure point on time but soon ran into a problem: Old Man Winter. It wasn't the snow that caused a problem—actually there wasn't too much snow around and no heavy snowstorms were anywhere to be seen. It was cold, very cold. As we waited at Brownville Junction for the first burst of activity the thermometer was hovering close to 30 below. But that wasn't all. The wind chill factor brought the temperature down to the 50-below range. With these conditions and with steam-heated cars there were bound to be troubles, and there were.

As we sat with CP operator Don Marson at Brownville Junction, we listened to the dispatcher in St. John continually detailing increasing delays to the two westbound trains

CHRISTMAS BUSINESS had VIA's *Atlantic* swelled to two sections on December 22, 1980. Westbound First 11 (top) arrived at 2:15 a.m., and Second 11 (below left) pulled in alongside.

by Bruce Owen Nett

caused by frozen water lines in the cars. We had already learned that Number 12 would be delayed out of Montreal. Delays were caused by the problems of thawing out hose connections and water lines. There was also the problem of facilities. At some stops it was necessary for the train to stop for water on the first few cars, then pull ahead to water additional cars, and pull ahead again.

There were also the normal station stops to consider. The second sections of each train were the normally-scheduled trains, and each had up to six station stops to make. These included the normal customs stops at Vanceboro and Jackman as well as the crew change stop at Brownville Junction. Special arrangements were made with the U.S. Customs for the first section of each train to operate on an expedited basis through Maine. The Vanceboro and Jackman stops were just momentary to handle paperwork and without the normal walk-through and passenger count.

As the witching hour of 10:40 p.m. approached with the scheduled arrival of First 11, the train wasn't even in the country yet. It was actually just pulling out of Fredericton Junction, New Brunswick, some three hours away, with Second 11 just a few minutes behind.

By this time some hearty members of the railfan community showed up. Two of them had driven up from the Bostom area to view the "night of nights" with several others from the central Maine area. The comfort of the CP waiting room was shared by all.

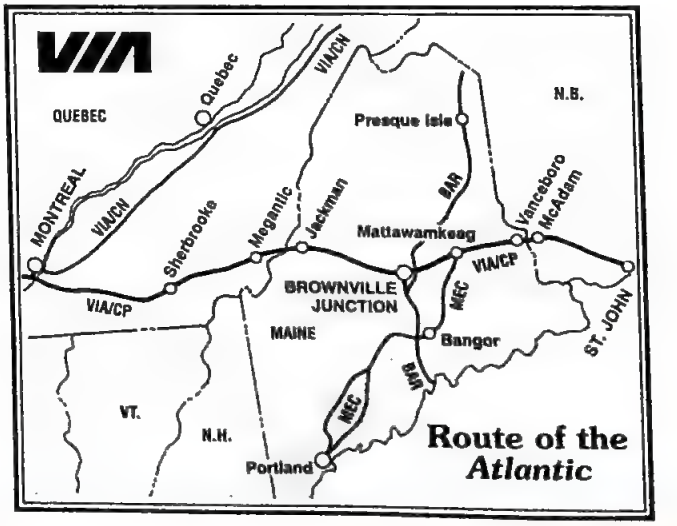
First 11 finally departed Vanceboro, and those of us around Brownville figured that things would start to happen around two o'clock. In the back room at the station, train clerk Junior Estes received word from CP dispatcher Ron Nixon in St. John to call the crew. Veteran engineer Bill Marshall and fireman Guy Royea were called for the first section along with conductor Don Vachon.

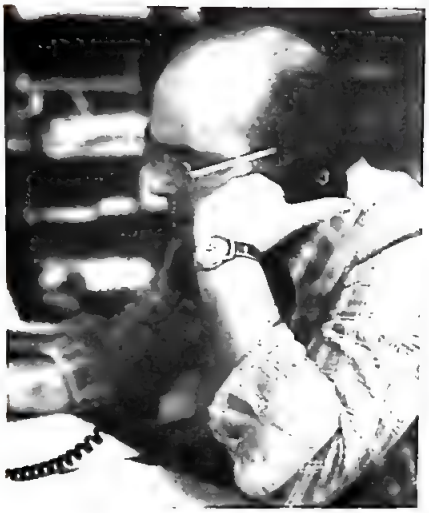
A few moments after 2:00, a red light flashed on in the operators office, now occupied by Bill Baird. This indicated that First 11 had entered the block and would be with us in twelve minutes.

The action started at exactly 2:15 a.m. By this time we were all outside. The night was as clear as one would ever see. A small crescent moon was sinking in the west, but it was not bright enough to wipe out the billions of stars that filled the sky. Despite the wind blowing in from the west, one could clearly hear the train approaching from the east. Soon after hearing it blow for the Route 11 crossing, one could see the headlight around the curve. The snow on the ground seemed to cushion the sound of wheel on rail, so the train just seemed to glide into the station with the units stopping at the water plugs.

What a train it was. As Editor Jim Boyd remarked when seeing the *Atlantic* late this summer and with the same equipment, "This has got to be the last of the great trains. Look at it. Three units and 15 classic smooth-sided cars. Sleepers and a full length diner. It's just great."

The train *was* great. Powered by an A-B set of Montreal-built cab units plus a CP Rail RS10, some 15 jam-packed passenger cars rolled in. FPA4 6775 trails FPB4 6861 and





CP RS10 8561. Next comes full-length baggage car 9627 followed by coaches 5542, 5578, 5483 and 5532. Cafe Club 755 is next, followed by two of VIA's popular "Dayniters," 5702 and 5707. Then come two old friends to Maine railroading, sleeping cars *Green Shield* and *Green Hurst*, originally in service as Pullmans on the Bangor & Aroostook. A beautiful full-length diner, 1307, is followed by sleeper lounge *Cape Canso* and sleepers *Reversing Falls, Churchill Falls* and *Exploits River.*

As soon as the train rolled to a stop the cameras were clicking—or at least we hoped they were clicking. The bitter cold just changed everything. You couldn't tell whether the shutters were operating as they should. The shutter speeds were just a thing of the past. The only thing to do was to shoot on "Bulb" at varying times and hope for the best. We were also using small strobe units to help fill in shadow areas. Boy, did the hands get cold darned fast. Big fur-lined mittens were the order of the day, along with heavy snowmobile suits and boots. But did you every try to operate the recessed shutter button on a Canon or the even smaller button on a miniature strobe with heavy gloves on? It just can't be done, so back to Mother Nature with bare hands. Not only did we not know if the shutter was operating at all, but in bitter cold you must hope that the film wouldn't snap or cause static electricity marks. But we went on.

The CP crews were doing their best to get the train moving again, while some of us were hoping that they would move slowly. We knew that the second section wasn't too far behind and figured that one of life's golden opportunities could take place: both trains side by side.

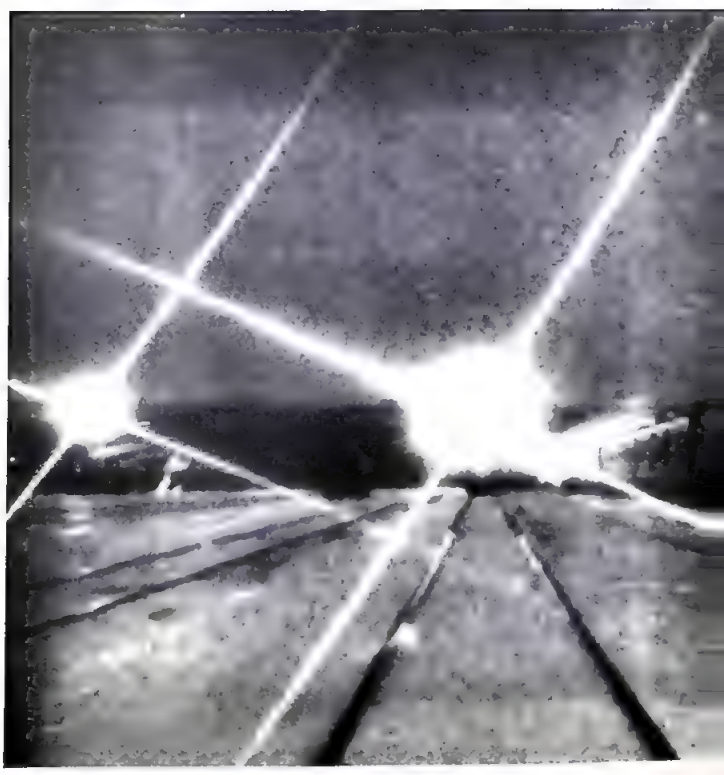
It happened.

Second 11 eased its way in and came to a halt alongside First 11. Need we say more? Not only was it the first time in many years that a second section of a passenger was to operate in Maine, but here they were, side by side. Worry about the camera greatly increased. The seat-of-the-pants feeling—or perhaps we should say the finger-tip feeling—was that the camera seemed to be operating okay. The only further concession we made was to not use the auto winder and to hand advance the film very slowly. As we were to later find out in the darkroom, our worries were unfounded.

It was an awesome sight for late 1980, with five Alcos and a lone ex-CNR GMD F9B powering two trains totalling 29 cars. Second 11 had FPA4 6768 heading up F9B 6628 and FPB4 6864. The CPR version of this train a few years ago was often as small as one unit and three cars!

The two westbound trains departed Brownville Junction five minutes apart just after 3:00 a.m. As the rear end of First 11 passed us we gulped. VIA had done something we hadn't known about. A real live open-ended observation car graced the rear, brass rails and the whole bit. What was all this? It was a crew dormitory car, and it would show up on all the Toronto sections of the train. Since the Toronto train would not be going into the Montreal station, it was necessary for the train crews, not the operating crews, to go straight through between Toronto and Halifax. The exotic dormitory cars were brought east from their usual assignment on the summer-only *Skeena*, operating between Jasper and Prince Rupert, British Columbia. A great treat to be sure.

Next came two hours of warming up while awaiting the first of the eastbound trains to arrive. Once again we followed the progress of the two sections looking over the shoulders of Bill Baird. First 12, the train from Toronto, slid down around the curve into Brownville Junction at 5:20 a.m., some three hours



SUB-ZERO WEATHER complicated the railroading that night. CP clerk Junior Estes (far left) called the train crews, and the progress of the trains was monitored by operator Bill Baird (above right). The cold got the better of the photographer on the front shot of eastbound First 12 (left), but he regained his composure for that train's impressive "dormitory" observation (above). One of the night's miserable jobs was a watering the units on each train. Second 12 (below) departed just at dawn.

late. Its 15 cars were fully loaded. The train, with a new crew aboard, pulled out shortly after 6:00 and was followed a half hour later by Second 12, the train from Montreal. Second 12 stayed around for only 15 minutes and was on its way. But it arrived as dawn was breaking over the eastern horizon. Had it arrived a half hour later we would have been able to do something rare: photograph a VIA train in Maine in daylight.

The motive power on the eastbounds was as interesting as the westbounds had been. First 12 had an A-B-A set with FPA4s 6772 and 6773 bracketing GMD F9B 6624, while Second 12 was a pure Alco A-B-A with FPA4s 6776 and 6780 surrounding FPB4 6865.

Finally, the last train had left and it was all over. But there would be other nights. The second sections were scheduled to operate for two nights before Christmas and two after. Operating conditions did not change very much. It remained cold and the trains operated late. One of the eastbound trains even ran through the beautiful mountains and around the lakes of central Maine six hours late and in bright sunshine.

As you read this the *Atlantic* is more than likely a thing of the past. In August 1981, and out of a clear blue sky, the Canadian Minister of Transport announced a major cutback in VIA service, with the *Atlantic* being one of the victims. His decision, which was made without any form of public hearing, created a storm especially from Maritime quarters and from the opposition party. The fact that the train is very well used makes people question the decision. Even more is the lack of any effort on Prime Minister Trudeau's government to ask for the public's wishes on the train. As we write this, we do so with the hope that the strange world of politics will somehow see the light and that we may enjoy another holiday night at Brownville Junction.

John Bull: 150 years

The Beginning

Camden & Amboy No. 1

For those of you who have difficulty in envisioning what the old Camden & Amboy Railroad was all about, it helps to think in terms of the line's actual sources of traffic: Philadelphia and New York. Since well before the American Revolution, these two cities had established themselves as the business centers of the region by virtue of their excellent seaports. Unfortunately, about 75 miles of New Jersey landscape separated the two, and the overland trek could take days. The more civilized means of transportation, a ship, could take even longer, as it was necessary to go the long way around New Jersey's southern tip to get between New York harbor and the Delaware Bay.

By the early 1800s steamships were revolutionizing coastal and riverboat travel, and one of the more popular routes between New York and Philadelphia was a steamboat from New York to South Amboy, N.J., and then by stagecoach to Bordentown, about 32 miles away at the bend of the Delaware River. From Bordentown it was then an easy riverboat trip the remaining 25 miles to Philadelphia. This route was operated by the Stevens family, who by the mid-1820s owned both the Union Line steamships and the stage coaches.

Back on February 6, 1815, the first railroad charter in American was granted to Col. John Stevens, for a line from New Brunswick to Trenton, N.J.—the route of today's Amtrak Northeast Corridor! It would be many years before Stevens could exercise that charter, but on February 4, 1830, he was granted another charter for the Camden & Amboy Railroad to replace the stagecoach portion of the New York to Philadelphia route via South Amboy and Bordentown.

On October 13 of that year, John Stevens' son, C&A President and Chief Engineer Robert L. Stevens, set sail for England to buy rail and a locomotive for the fledgling line. Col. John Stevens, had built an experimental locomotive on his estate in Hoboken, N.J., in 1825, but it never got beyond the novelty stage. The Delaware & Hudson Canal Company's *Stourbridge Lion* had made its test run in August 1829. Peter Cooper's *Tom Thumb* had made its run from Baltimore to Ellicotts Mills on August 28, 1830, to become the first U.S. steam locomotive to pull a train, and the *Best Friend of Charleston* would follow suit while Stevens was in England. Ah, yes, England. That's where steam technology was already well advanced. Robert Stephenson's *Rocket* had proven itself in the Rainhill Trials of October 1829 and was already in service on the Liverpool & Manchester Railway, and it was Stephenson that Stevens was seeking out.

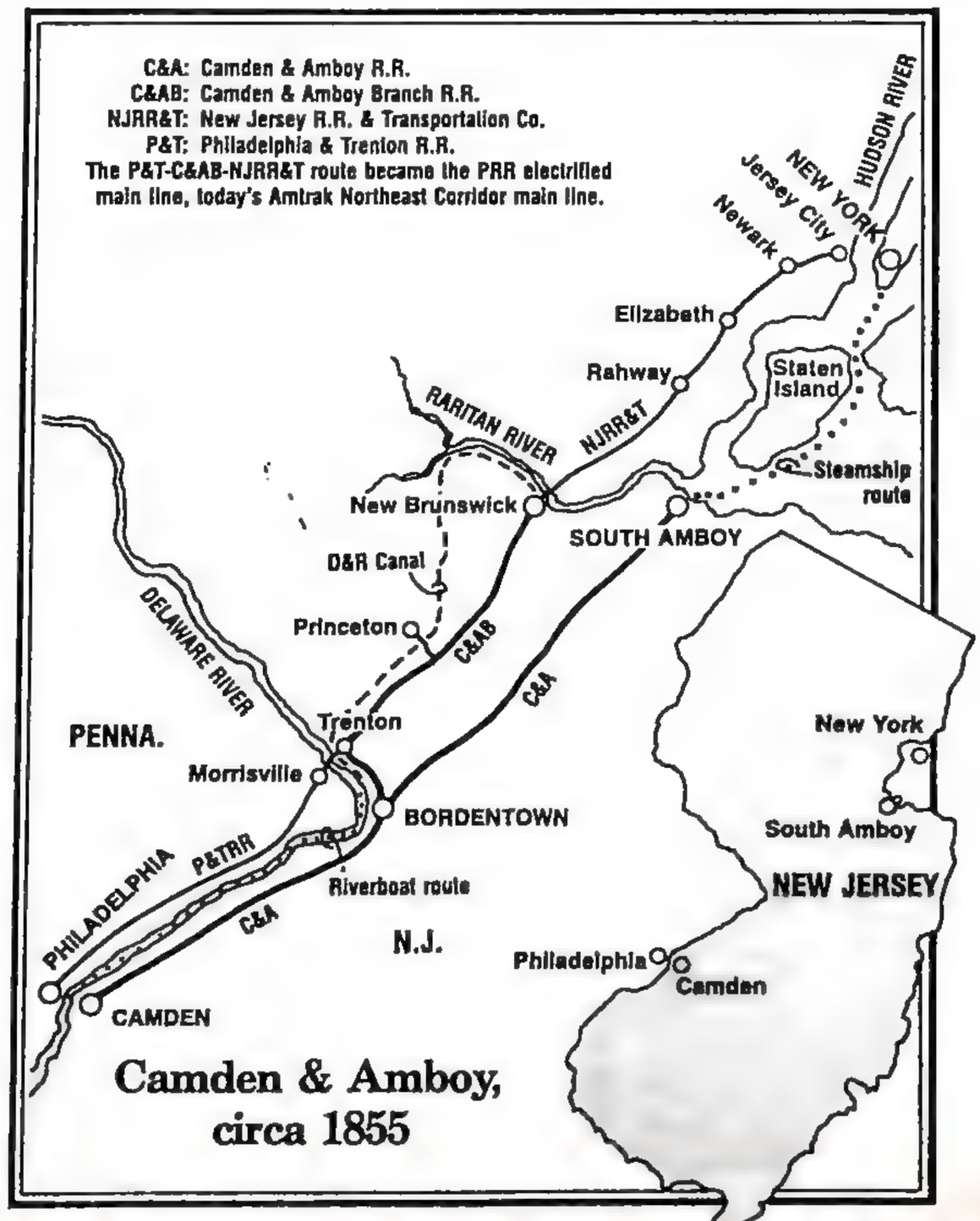
While on board the ship en route to England, Stevens passed his time devising a design for the rails he would use on the Camden & Amboy. The result of his study and whittling on a chunk of pine was the first "T" rail, destined to become the world's standard.

The Stephenson Company of Newcastle was well under way in developing locomotives more powerful and advanced than the *Rocket*. Their typical locomotive at the time of Stevens' arrival had what we consider the modern standard layout of firebox mated to a multi-tube horizontal boiler with a smokebox over a pair of cylinders in the front. The cylinders were inside the drivers and drove directly to a crank on the driving axle, rather than through walking beams or gears, as were popular on early locomotives elsewhere.

Stevens was a gifted engineer himself, and he was impressed with Stephenson's locomotives. He had, however, looked at the products of Edward Bury, one of Stephenson's competitors. When he drew up the specifications for the locomotive he was to buy from Stephenson, Stevens specified that a dome-topped firebox similar to that used by Bury be incorporated. The locomotive that resulted was what we now know as the *John Bull*, although it is felt that the name was not applied to the locomotive until the very end of its career (the name "John Bull," of course, is the personification of the British, the equivalent of our "Uncle Sam").

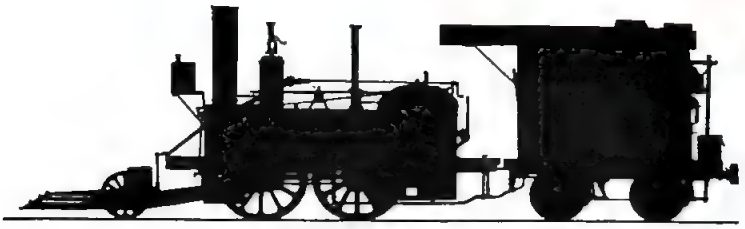
The *John Bull* as built by Stephenson in the spring of 1831 was an 0-4-0 with four 54-inch wooden drivers. Its two cylinders drove a crank on the inside of the rear axle, and external side rods connected the two driver sets together. The valve gear consisted of eccentric discs on the crank axle which were released and repositioned with a foot treadle for forward or reverse motion.

The *John Bull* was tested in England in June 1831, as the



Camden & Amboy, circa 1855

by Jim Boyd



44th locomotive built by Stephenson's company. It was then prepared for shipment on the sailing ship *Allegheny*. The locomotive cost the Camden & Amboy a little under $4000 plus shipping cost of $95. It was offloaded in Philadelphia in late August and shipped by sloop up the Delaware to the C&A facility at Bordentown, where it arrived on September 4, 1831.

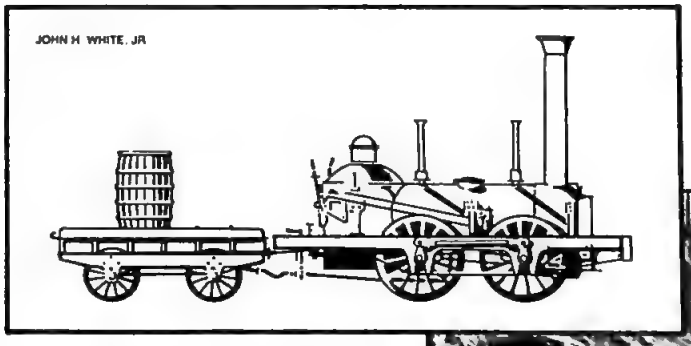
Imagine now that you are 21-year-old Isaac Dripps, an experienced steamboat mechanic having worked for two years with the Stevens businesses. The boss has bought a steam locomotive and you have to get it working. But instead of a steam locomotive, the sloop delivers to your doorstep a raw boiler and three great iron boxes full of parts. There are no assembly instructions, and the boss is out of town. And neither you nor any of your crew has ever even *seen* a locomotive!

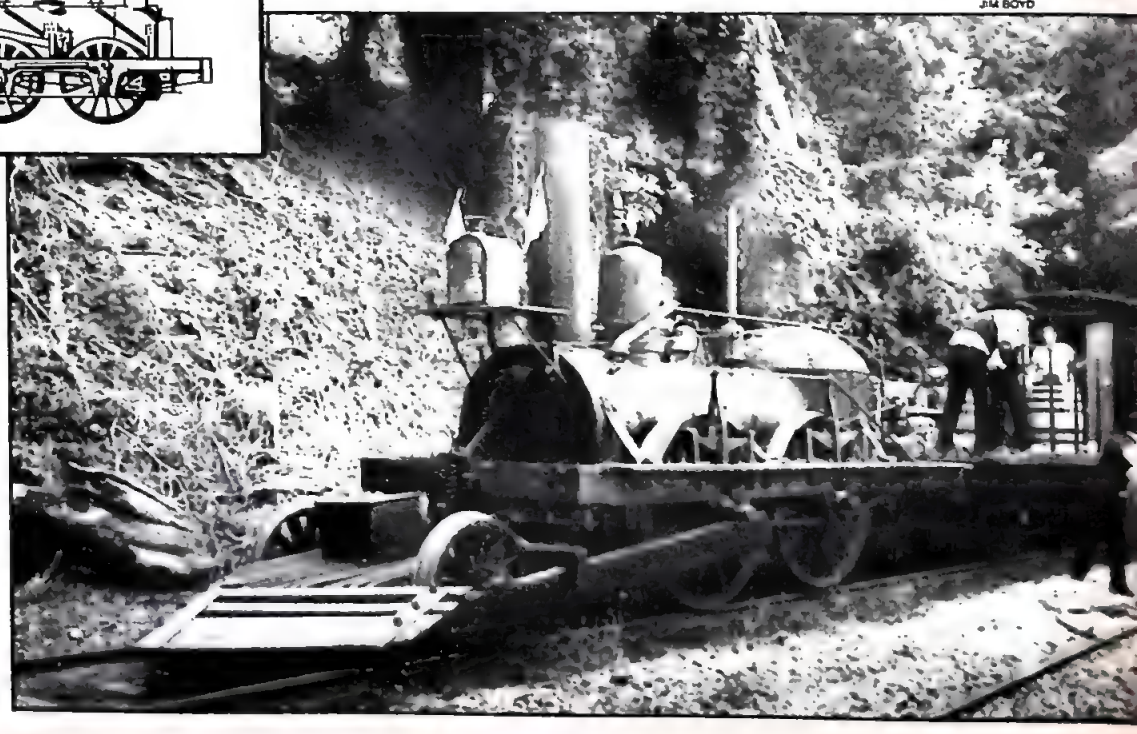
In ten days of work Dripps has the locomotive assembled and under steam. On September 15, 1831, the *John Bull*, moves under her own steam in America for the first time. In the following weeks a four-wheel flatcar is fitted with a water cask made from a whisky keg. On November 12, 1831, a grand party is held by the railroad for members of the New Jersey legislature and local dignitaries. The locomotive has proven itself, and the railroad is off and running—with horses.

In spite of the locomotive's success, one locomotive could not run the entire C&A railroad, and for the next year and a half trains were pulled by horses from the dock at South Amboy to the riverfront at Bordentown. Meanwhile, Stevens and Dripps began making modifications on the *John Bull* while embarking upon a program of producing 15 similar locomotives utilizing the company's Bordentown shops, private contractors and certain parts supplied by Stephenson from England.

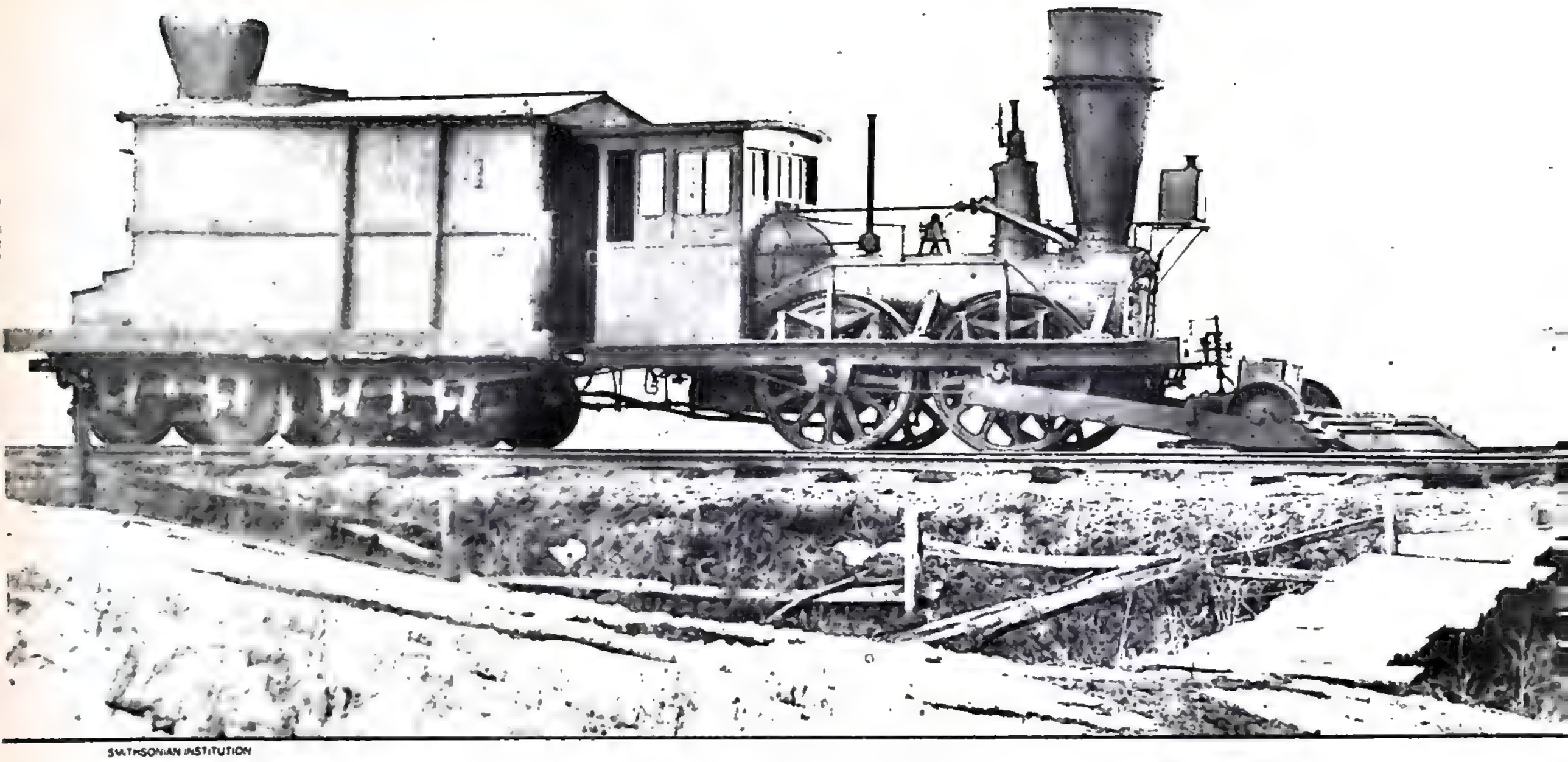
In June 1833 the *John Bull* made its debut with the world's first cowcatcher and pilot truck. This change was more than a superficial one and altered the basic configuration of the locomotive. The pilot truck consisted of a set of relatively small wheels bracketed by a heavy pair of beams than were pivoted off the ends of the leading driving axle. To facilitate this, the side rods and their external cranks were removed, leaving the locomotive driving only the rear set of wheels. The journals of the lead wheels—no longer drivers—appear to have been modified at that time to permit slight forward/backward motion within the pedestal jaws so that the large wheels on the locomotive could be steered by the small pilot wheels on the cowcatcher. This worked remarkably well and resulted in the locomotive having excellent tracking ability. Although this wheel arrangement is sometimes referred to as a 2-2-2-0 to differentiate it from a "conventional" 4-2-0, it is generally conceded that the modified *John Bull* could be properly identified as a 4-2-0. The 15 locomotives that followed the *John Bull* were built to its modified 4-2-0 wheel arrangement.

It is interesting to note that in 1980 Smithsonian Fellow and locomotive authority Bill Withuhn "ran the numbers" on the *John Bull* both as built and as modified and concluded





AS BUILT IN 1831 by Stephenson in Newcastle, England, the *John Bull* was an 0-4-0 with both sets of drivers connected by outside cranks and rods. In America, it was altered with a huge wooden "cowcatcher" and headlight, and the lead drivers were left unpowered when the outside rods were removed; the cylinders were connected to the inside cranks of the rear drivers only. The art (above) shows original appearance, while the 1981 restoration (right) shows cowcatcher and headlight. The *Bull* was probably America's first truly successful locomotive, as 15 virtual duplicates were built for the Camden & Amboy between 1831 and 1837 and lasted into the 1860s.



SMITHSONIAN INSTITUTION

that the modification was based on sound engineering. Calculating the locomotive's tractive effort and weight as a 4-2-0, he found it to have a nearly perfect adhesion factor of four. This means that even with only one axle powered, it could deliver its maximum potential power without slipping. Coupling all four drivers would not have improved its "dig" significantly, and removing the side rods could conceivably have actually improved its pulling power slightly by reducing machinery drag!

Locomotives replaced the horses on the Camden & Amboy in September 1833, and the *John Bull* led the fleet as C&A No. 1 in passenger service at speeds up to 30 m.p.h. with trains up to seven cars. At various times during its testing and service career, its wooden wheels were replaced with steel ones, and a headlight, spark arrestor stack and a cab enclosure were added.

In January of 1834 the C&A completed its extension from Bordentown south to Camden, directly across the Delaware from Philadelphia. Over the next three decades the C&A fought for its monopoly on the New York to Philadelphia traffic. It acquired control of the paralleling Philadelphia & Trenton between its namesake cities exercised Col. Stevens' 1815 charter to build its own line to connect the P&T at Trenton with the competitive New Jersey Railroad at New Brunswick to create an all-rail route from Jersey City directly into Philadelphia by 1840. The new route eliminated the steamship trip from Manhattan to South Amboy and was thus substantially faster. The old C&A route soon faded to the status of a secondary line. The C&A and NJRR merged into the United New Jersey Railroad & Canals Company in 1869, and in 1871 were taken over by the Pennsylvania Railroad.

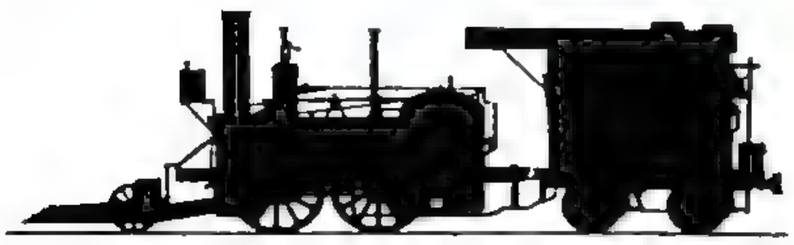
It is ironic that the Stevens family's C&A should become an integral part of the growing giant PRR, because it was its patriarch, Col. John Stevens, who was granted the first charter for what would become the PRR back in 1823 for a line from Philadelphia to Columbia, on the Susquehanna River. That Stevens charter was repealed in 1826 and granted instead to the Columbia, Lancaster & Philadelphia Railroad, which took root to ultimately become the PRR.

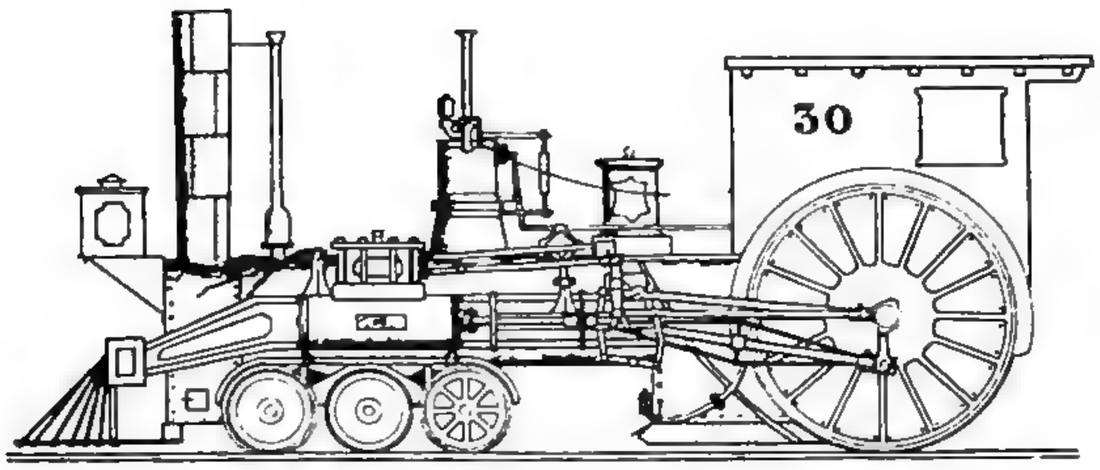
From the onset of full steam operation on the C&A, the 16 engines of the *John Bull* class were the workhorses of the system, with No. 16 turned out of the Bordentown shop in 1836 or 1837. Stevens and Dripps, however, were creative men and highly original thinkers. The rugged simplicity of the *John Bull* class was fine for light passenger engines, but the next engine they had in mind was, quite literally, a *Monster,* and was so named. Appearing to be a massive iron 0-8-0, C&A No. 17, *Monster,* had outside cylinders hung on the side of the boiler and driving a pendulum suspended off the top of the front of the smokebox. To the pendulum was hung the main rod connected to the number three driver, which in turn had a side rod to the number four driver. An internal gear connected the number three and number two drivers, and the number two and number one drivers had an independent set of external side rods. If you think that sounds complicated, consider that the lead drivers were built to swivel, creating a very early articulated!

Although notoriously unsuccessful as a coal-burner—the *John Bull* class were wood burners—the *Monster* worked until the 1860s and was joined by five nearly identical engines built by Trenton Locomotive & Machine. A small fleet of "standard" Baldwin, Norris and Newcastle 4-4-0s and 4-2-0s filled out the fleet in the 1840s before Stevens and Dripps had one more fling at bizarre motive power. Departing from the slow and churning *Monsters,* Stevens became infatuated with the low-slung passenger engine with a single set of incredibly high drivers devised by Thomas R. Crampton in England. Stevens and Dripps designed a Crampton-style engine, and it was built by Norris of Philadelphia in 1849. A

A DETAILED HISTORY of the *John Bull* is John H. White Jr.'s *The John Bull: 150 Years a Locomotive,* a 140-page softcover book for $6.95 from Smithsonian Press Books, P.O. Box 1579, Washington, DC 20013.

The Beginning





A TRULY FUNCTIONAL locomotive, the John Bull—C&A No. 1—had a cab, spark-arrestor bonnet stack and eight-wheel tender when photographed (left) about the time of its retirement in 1866. It was "restored" in 1876 for the U.S. Centennial to the appearance it had (below) when operated from New Jersey to Chicago for the Columbian Exposition in 1893. In the late 1840s the C&A experimented with extraordinary "Crampton" 6-2-0s (above).

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6-2-0 with its firebox hung *beneath* the axle of its 96-inch driver (the *Hiawatha* Atlantics only had 84-inch drivers), Camden & Amboy No. 28, the *John Stevens*, was, as one might suspect, anything but successful. The primitive roadbed of the C&A could hardly handle the speed potential of that 96-inch wheel, and its tall single driver made it impossibly slippery. However, like the *Monsters*, lack of success didn't discourage Stevens, who ordered up four more Cramptons for the C&A.

Dripps left the C&A shortly after that, and the *Monsters* were rebult into rather strange 4-6-0s and the Cramptons were rebuilt into 4-4-0s. The now-tiny *John Bull* 4-2-0s were replaced with conventional 4-4-0s in the 1850s and 1860s. The *John Bull* itself was relegated to switching and stationary boiler service by the mid-1850s. It achieved the status of a sentimental favorite on the railroad and remained serviceable until it was retired and preserved in 1866. Somehow the little engine escaped scrapping when the Pennsylvania took over the C&A in 1871 and remained in storage at Bordentown.

The PRR "discovered" that it had the *John Bull* about the time of the United States Centennial in 1876. Since the *Bull* looked a little too much like its contemporary "modern" locomotives, the Bordentown shop "restored" the engine in 1876 to some semblance of its original appearance. The cab and spark arrestor stack came off, and the straight stack with serrated crown was put in its place. That stack resembled some very early British stacks but is unlike anything the *Bull* wore in regular service. The same goes for the small four-wheel box tender with its forward overhang. Thus, the image we have come to accept as the *John Bull* is not the engine as it ever appeared in service but as it was interpreted by the Bordentown shop in 1876.

The *Bull* was displayed at the Philadelphia Centennial Exhibition with two vintage coaches and operated under its own power. After the Exhibition, the *Bull* was returned to Bordentown and then moved to Kearny, N.J., when Bordentown was closed in 1881. In 1882 the PRR offered the locomotive to the Smithsonian Institution, but the offer was declined as the Smithsonian had not yet decided to acquire technological artifacts.

In 1883 the PRR sent the *Bull* to be displayed in the Old Curiousity Shop at the National Railway Appliance Exposition in Chicago where it shared the company of England's 1825 *Locomotion* and the Chicago & North Western's *Pioneer.* In 1884 the Smithsonian took up the railroad's offer of the *John Bull,* and the locomotive became that museum's first engineering specimen.

In 1893 the *John Bull* left its exhibit spot in the East Hall of the Arts and Industries Building at the behest of Pennsylvania Railroad. In February 1893 it was removed to the PRR's Jersey City shops and reconditioned for service. From there it steamed under its own power pulling two coaches to the Columbian Exposition in Chicago. The 62-year-old locomotive made the 1800-mile round trip at 30-m.p.h. speeds with great public fanfare and no mechanical troubles.

When the locomotive was returned to the Smithsonian, its tender was left outside to save floorspace, and the tender subsequently deteriorated badly. PRR's Altoon shops fabricated a replica tender and removed the *Bull* again in 1927 to steam at the B&O's Fair of the Iron Horse near Baltimore from September 24 to October 15. It went back to the Smithsonian, and in 1930 Altoona made a new replica tender using the salvaged fittings from the 1876 "original."

For the *John Bull's* own centennial in 1831, the Depression put a damper on any elaborate celebration, but the locomotive was jacked up just off the rails and operated in place on compressed air. In 1933 the PRR borrowed the *Bull* again for the Century of Progress in Chicago and in 1939 for the New York World's Fair. It was not operated on air or steam either time. In late 1939 the *Bull* made its last venture away from the Smithsonian, to a parade in Wilmington, Delaware.

Considering the original too valuable an antique to be carted all over the place, the PRR built a replica of the *John Bull* at Altoona in 1940 which was steamed at the New York World's Fair that year and at the 1948-49 Chicago Railroad Fair. After storage at Northumberland for many years, the *Bull* replica has now found a permanent home in the Pennsylvania State Railroad Museum in Strasburg.

The original *Bull* made one final move from the old East Hall in 1964 to its new quarters in today's National Museum of American History.

Final move, that is, until 1980. John H. White, Jr., Curator of Transportation for the Smithsonian's National Museum of American History takes up that topic on the following page.

John Bull: 150 years

The Restoration

150 years and steaming

Raising the dead is normally the occupation of high priests and supernatural powers, but occasionally ordinary men are associated with such arcane enterprises. My involvement in resurrecting the venerable *John Bull* constantly evoked the classic theme of death and rebirth. To rekindle motion and warmth in a long-silent vessel and have it move and speak again has a magical quality about it. My earliest impressions of the *John Bull* in no way suggested that one day I would be at her throttle clicking over the rails with steam up. Such a thought would indeed have seemed like the ultimate fantasy.

My first inspection of the engine took place 23 years ago when I began work as a museum aid. I was only a temporary summer employee, a young man and very conscious of my humble station amongst the scholars and patricians who managed the old U.S. National Museum, a major branch of the Smithsonian Institution. Chief amongst its sacred possessions was the *John Bull*, donated in 1885, the very first engineering relic accessioned by the museum. It was displayed in the pale gloom of the East Hall of the Arts and Industries Building. This vast Victorian structure, opened to the public in 1881, had all the brightness and gaiety of a Romanesque cathedral. Even on a sunny summer day, the interior lighting was only a somber glow from clerestory windows, fifty feet or more above the main exhibit floor. Except for the babble of school groups, the setting was one of reserve and old-fashioned dignity. DO NOT TOUCH signs were really not required.

I was curious about the mechanical arrangement of the engine. It was like nothing I had seen before, nor were similar machines described in the literature that was available to me—I had yet to read De Pambour. One could see a fair amount from the floor, yet I yearned to climb over and under every inch of this rumpled, black, preadamite ark. But there were always too many staff members wandering about the area; although the wise old men probably were indifferent to my ambition, I felt very inhibited in their presence. One evening I stayed late to finish some filing. The offices were closed, the exhibit halls empty. Only a few guards padded laconically through the deserted vastness of the A&I. I finished my chores and left to get my bicycle parked outside the east door. Enroute I passed the *John Bull*, then the lone locomotive in the Smithsonian collection, when the happy thought occurred to me: I was alone with my alluring friend—the wise old men had departed and a sleepy-eyed guard passed by intent only on the next time-clock station.

I was in no hurry and it was still fairly light outside on that early summer evening. And so in a half hour of uninterrupted study I solved the mystery of the drop-hook valve gear by lifting and shifting the levers and connecting linkage. To observe the effect of each movement of levers, it was necessary to climb off the engine and walk forward to see the position of the mechanism mounted on the front of the smoke box. Soon, mounting the footplate seemed perfectly natural. Familiarity promoted curiosity rather than contempt. I next tried the throttle lever, but it was frozen tight and would not budge. Finally I succumbed to the ultimate temptations: the whistle and the bell cords. The whistle was, of course, silent, but the bell gave forth a merry peal. With that I beat a retreat and peddled home.

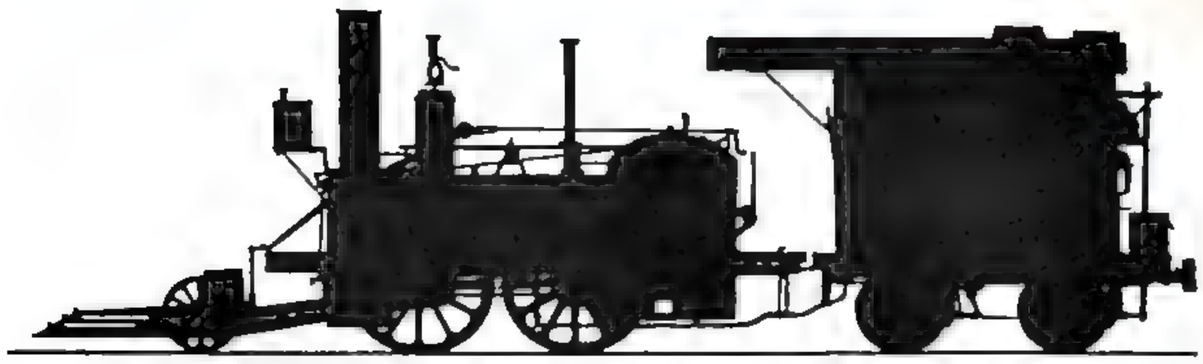
The next morning I confided my evening's exploits to my boss and began explaining the mechanical features that I had at last unscrambled. But these remarks were discouraged rather soon by a profound disinterest on the part of this scholar, whose thinking was alien to everything adrift from half models, hull lines or nautical rigging. A truly kind and fatherly man, he told me, in effect, that he didn't really care if I slept in the tender of the *John Bull* so long as he didn't have to hear about it. Actually, he encouraged me to regiment, expand and record my observations. In time a book-length study on early locomotive design resulted from that conversation.

The summer job led to a permanent position, and soon I was the *John Bull's* caretaker. I came to know its history and basic dimensions almost by heart but never really perceived it as an actual working locomotive. It seemed remote and moribund, something that had never been part of everyday life. I think the best way to explain this feeling is to recall a visit to the British Museum made early in my training as a curator. Among the great treasures of the Egyptian Gallery is the body of an ancient Pharaoh. The remains are remarkably preserved, and yet I walked away with no conviction that this dry, blackened corpse had really been a living human being. I could not overcome the conviction that I had seen only a relic that was more a grisly papier-mache representation of death than anything to do with the world of the living. I support ancient mummies and antique locomotives are not comparable, but I equated the old Pharaoh with the *John Bull*—until October 14, 1980, that is.

As the 150th Anniversary of the *John Bull* approached, I began thinking about how to celebrate the birthday of the oldest complete locomotive in North America. We had to do something. My first ideas were conservative. A ceremony beside the engine with a new label, some sherry, invited guests, a short speech by the Director followed by a news release. All tasteful and modest. Perhaps we could pipe in some compressed air and blow the whistle. Maybe we could put in a bigger line and make the wheels go around. And then the thinking became less conservative: Maybe the *John Bull* wasn't like the old Pharaoh, maybe it didn't really belong forevermore in the Valley of the Kings, maybe it could be steamed up and run in public. But this was wild and foolish. Bizarre, even. It was surely contrary to the canons of preservationism. We don't use artifacts, we conserve them. It would be expensive. It would be dangerous. It would be undignified. The Director would never approve. Ghosts: The Wise Old Men would never approve. The Dead are forever dead. Don't tamper with history. Don't fool around with Father Time. Forget it.

But there was no forgetting such a captivating idea. It became obsessive. At last I gave in. One morning in the first days of 1980 I asked my long-time associate, John Stine, to meet me on the main gallery floor, just to have a look at the *John Bull*. There was nothing unusual in that; we routinely

by John H. White, Jr.



inspect major specimens subjected to handling by the public to make sure that each part is secure and that everything looks presentable. John soon realized this was not the beginning of an ordinary day when I began to ask about house jacks and a ready source of compressed air. Was I really intending to . . .?

Now, John is one of the most resourceful technicians on our staff. He can pull together materials and marshal labor with amazing speed and is a master at circumventing the bureaucratic procedures that deaden or kill too many projects. Later the same day I noticed two big jacks and a pile of short timbers nestled to one side of the engine. Just before quitting time, John asked me to come downstairs. He and Larry Jones, another technician and a first-class mechanic, had removed both cylinder heads. I went down and was delighted to find the interior surfaces shiny and free of pitting. John and Larry had already jacked up the rear drivers and demonstrated how freely they would turn over with gentle application of a long two-by-four used as a bar between the spokes. We decided on the spot to make an air test as soon as the more suspicious gaskets were checked or replaced. Most or all of these dated, I presumed, from 1927 when the engine was last under steam as part of the B&O's Centennial pageant, the Fair of the Iron Horse.

After a few more days of fussing we were ready. A rented air hose wound a serpentine course between the exhibits of tools to the Power Hall where a connection was made to a house air-pipe. Early on the morning of January 9, 1980, before most employees had arrived and hours before the public would be admitted, we opened the air valve. For the first time in 49 years the boiler was being subjected to pressure. (In 1931 the *John Bull* had been operated by compressed air as a stationary exhibit on the occasion of its 100th anniversary.) Now we would see what problems had developed during its half-century hibernation.

Because I intended to check for leaks after the first air test, we removed the wooden jacketing that surrounds and insulates the boiler. In the process I discovered an oval-shaped

SMITHSONIAN'S Arts & Industries Building's East Hall was home for the *Bull* (here in 1944) when John White first encountered her.

SMITHSONIAN INSTITUTION

The Restoration

plate riveted in the top center of the boiler's barrel that covered over the hole for the original inspection dome. The presence of longitudinal welt plates was further evidence that we were dealing with the original wrought-iron boiler fabricated by Robert Stephenson & Co. in 1831. While I was thus musing over the antiquity of the engine and the happy fact that at least one major element of its machinery was original, the pressure was slowly mounting inside its rusty, dull brown walls. We began to notice some small leaks, but none were evident from the boiler shell itself. Everything that was audibly detectable seemed to be around fittings that could be tightened or regasketed. So far, all the news was good.

When the gauge registered 42 pounds the safety valve began to rattle and lifted slightly a few seconds later. The compressor was holding its own against the leaks, assuring that nothing was radically wrong. I had intended to conduct only a leak test that first day, but John and Larry had more ambitious plans. The jacks and timbers were already in place and the rear wheels could be lifted from the rails with just a few

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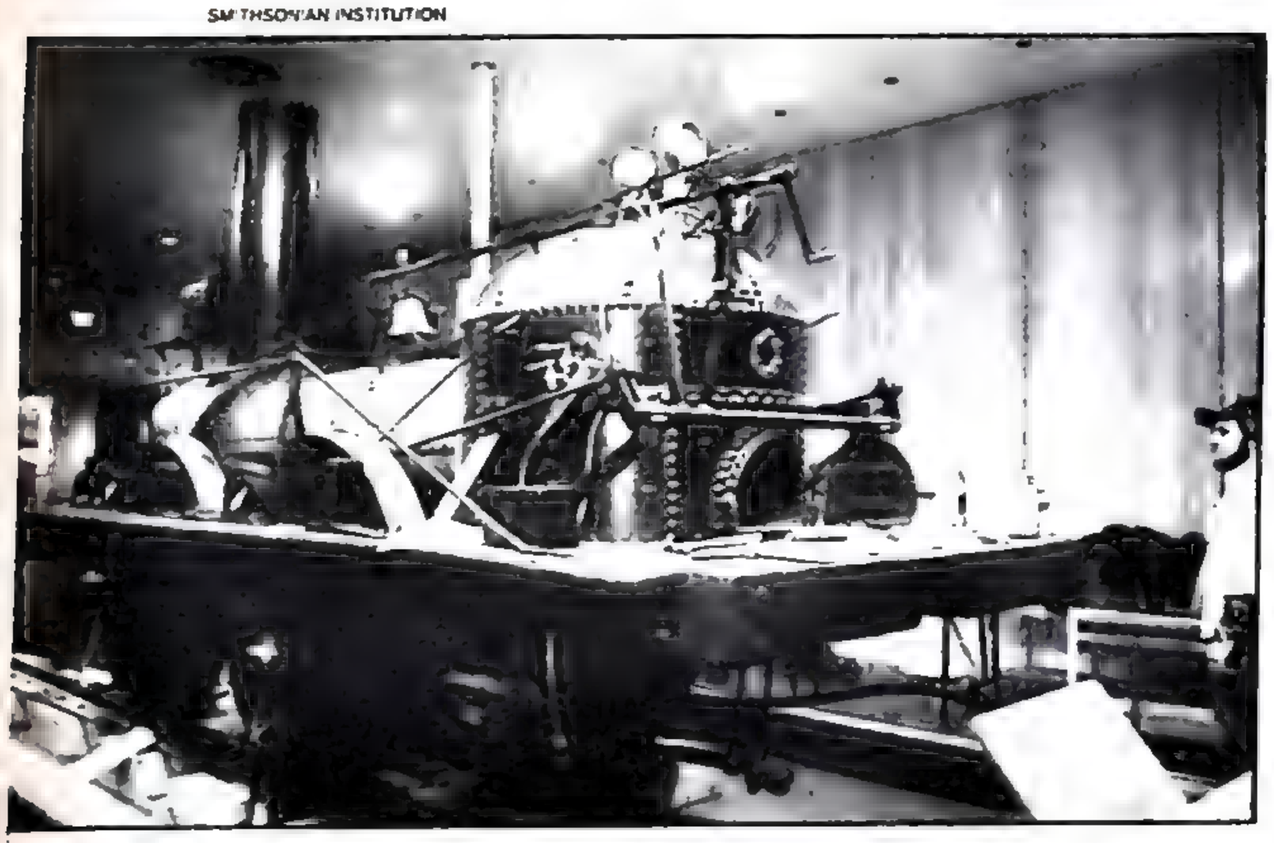


STRIPPED FOR TESTING in March 1980, initial work on the *John Bull* was done in the Smithsonian display hall. The "secret" test run was made (right) on the Southern in October.

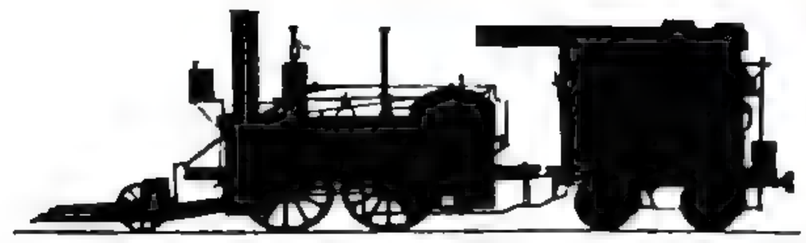
clicks of the ratchets. Why not? The day before, they had doused all the bearing and running surfaces with oil. By this time most staff members were on the job and a few, noticing the activity around the engine, stood by to see what was happening with the normally dormant specimen. I was persuaded to crack the throttle and see what would happen. In the excitement of that moment I nearly forgot how to engage the valves. Seeing me fumbling with the levers and reach rods, John and Larry coached from the floor at the head-end of the engine.

Finally we got her in gear. The safety valve recommenced rattling, and so I tugged at the throttle before it lifted again. Air surged down the dry pipes, through the valve ports and into the cylinders. An instant later the old fossil roared back to life. With a hoarse bark, a great cloud of dust erupted out of the stack as a fifty-year accumulation was cleared from the *John Bull's* innards. Then it settled down to a quiet ticking sound no louder than a well-oiled steeple clock. Pressure ran down after a few minutes but would rebuild quickly once the throttle was closed.

News of our experiment reached the front office, and our new Deputy Director, Doug Evelyn, came downstairs for a first-hand visit. I invited Doug to climb up on the deck for a closer look. After a demonstration he asked to handle the throttle. How do you say no to The Boss? Sure, why not. John looked over at me with drooping eyelids—had my expression given me away as well? I suppose Doug would be called a fast runner if he were a railroad man, for he surely wasn't cautious when it came to opening throttles. The *John Bull* came to life with a burst of rapid chugs and made a terrifying lurch forward. Fortunately the cable holding the front wheels to the rails held and the blocks and jacks didn't fall over. But during an awful moment of rocking to and fro I was afraid we were going to fly into the rotunda and demolish the Pendulum. The air pressure quickly fell off to a few pounds and the wheels slowed down so that our wild ride was over just in time. Doug thought it was all great fun and wondered why I looked so strange. I answered rather lamely, something about a poorly digested breakfast, but in actuality I knew then why the museum seemed such a safe, albeit dull, place when it was managed by the wise old men during my youth.

The air tests and visual inspections were very reassuring. But they were also superficial and in no way proved the feasibility of operating the engine under its own power. I sought an expert opinion, and who could be more expert in such matters than the Hartford Steam Boiler Inspection and Insurance Company? Hartford's Director of Marketing Development, John Eklund, thought it was a great idea and after a few weeks of negotiations he convinced the management to lend us their best inspection team, gratis. Now, these gents deal normally with ultra-sophisticated pressure vessels such as the massive boilers that produce steam for generating stations. Their equipment and methods are equally advanced. The *John Bull* was seen as a challenge, however, because of its age and unorthodox materials and construction. Before the flying team came to Washington, Hartford sent a young man from its Baltimore office to make a visual inspection. As it turned out, David Spinelli would be on hand for a whole series of tests and prove wonderfully patient and helpful to us. He was definitely not a fast runner, but, befitting his profession, was a man of the utmost caution, rarely given to any undue optimism about the condition of a piece of boiler plate or trustworthiness of a fire tube. He was just the right person. And I am sure the wise old men would have welcomed him as a worthy heir.

In March the Hartford team did its duty. Sheets of photographic film were laborously placed outside the boiler. The X-rays showed no serious cancer. Each rivet was tested. An ingenious electronic device recorded the boiler and tube thickness. The final report, couched in the most cautious language possible, remained positive. Next, we resorted to old-fashioned hydrostatic tests. The first two were minor disasters as water sprayed from a dozen places. John and Larry dried themselves and worked on doggedly—here a thicker gasket and there more compound or a new set of bolts. Because we were fearful of drawing up too hard on the soft wrought-iron bolts, many of these were removed, packaged and stored, replaced with modern steel bolts. (The originals will be put back when the engine is permanently returned to exhibit.) It



was also thought necessary to remove and replace certain accessories for safe operation. Modern safety valves and feedwater check valves were installed. The crosshead-driven feedwater pumps were disconnected and small injectors were installed. A second steam gauge was mounted nearby the original, even though the old gauge was reasonably accurate. A gauge glass replaced the tri-cocks so that the water level might be more reliably monitored. The throttle valve itself was reseated. All of this work was done with the utmost care to conserve and preserve the original machinery. No new holes were drilled. Nothing was welded. Those parts we removed will be replaced after the anniversary operation, and the *John Bull* will stand precisely as it did in January 1980. I was determined to do nothing that would denigrate it as a historic specimen.

With every reasonable stationary test behind us, it seemed virtually certain the engine could be operated safely. But could we really be sure? I wasn't convinced, and being a devoted follower of the great prophet Alexi Von Humboldt Murphy, whose immutable laws govern all human affairs, I concluded that a road test was necessary. Knowing that everything that can go wrong will surely do so, it seemed more than advisable to take the great-grandparent of all American locomotives out for a steaming up. Just how she would react to fire in her belly and water in her bowels, no one could predict. The uncertainty of the engine's behavior with steam up convinced me to seek as remote a spot as possible for the wet run.

Months before, the Chessie System had agreed to our staging the public event on its Georgetown branch, and would most likely have agreed to an earlier trial. But the Chessie's track runs through a much-used National Park that begins in a densely populated neighborhood. Too many joggers, cyclists, kids and dogs. We needed something out in the country but not too far away. I asked my friend James Bistline, an official of the Southern Railway System, if we could borrow the Calverton branch. After he recovered from the shock of hearing why we wanted to use the railroad, he said he would check it out.

The Calverton branch sees only one freight a week, so it posed no major problem for the operating department. But the lawyers were worried. Would we "indemnify, defend and save harmless the Southern Railway System in perpetuity and etc. and for ever more . . . ?" Our lawyers added another thirty or so pages of legalese to the already massive document. Once enough boiler-plate was created, both sets of legal counsel gave a reluctant blessing to the insanity of operating a 149-year-old steam locomotive over a common-carrier railroad.

Meanwhile Jim, John and I looked over the Calverton branch. It was perfect in every respect. Calverton is about 55 miles southwest of the city. The track runs roughly ten miles to the county seat of Warrenton over nearly level ground through beautiful farmland. No big towns, no major highway crossings, and very few people. The local fire and rescue companies were willing to cooperate. None of their members had heard of the *John Bull*, which was just as well because we really weren't seeking publicity or an audience. But the local people did understand what was needed to service a steam engine since the Southern had run excursion trains over the branch in recent years. Bill Smith, Chief of the Catlett Volunteer Fire Department, assured us that we would have all the water we needed and that his men would put out any brush fires we might ignite. Mary Embry of the Cedar Run Rescue Squad promised to be there in case of an accident.

Rather than wait until outsiders or inside "support" groups (bureaucrats) thought of some way to obstruct the experiment, we settled on October 14, 1980, for the wet run. To save money we would do our own rigging. Eric Gaardsmoe and Richard Farr, both of the Smithsonian staff, offered their ex-

MARC S. BALKIN

The Restoration

pertise and muscle to move the engine in and out of the building. John, Larry and our labor force all pitched in. The cowcatcher, the smokestack and the copper safety cover pipes were removed to improve clearances. The partially-stripped engine was eased back on a wooden crib. Heavy rollers permitted the rig to move over the terrazzo floors to the east freight elevator. Down she went to the basement and along a hallway to the loading dock.

Monday, October 13, was a holiday and—while the museum floors above us were packed with tourists—we were busy inching the *John Bull* onto a flatbed trailer. The smokestack, tools, oil and other small parts were loaded into my aging blue pickup truck. While this was taking place, a second crew and truck were at our warehouse in Silver Hill, Maryland, loading the tender. Weeks before, we had started refurbishing the tender—a 1930 reconstruction of an 1876 replica. The original (1876?) water tank was hopeless, so it was removed and two 250-gallon fuel-oil tanks were placed inside to serve as water containers. Once loaded, the tender was brought to 14th Street near the museum where it would rendezvous with the locomotive for the journey south.

As the truck pulled over the bump of the driveway apron, I thought I heard the bell peal softly. Was the old girl glad to be exhumed from her marble-lined tomb? How good it must feel to be outside under the open sky after so many years as a shut-in. And just think of the welcome respite from tourists, students and flash cubes.

Our curious caravan was on the road by early afternoon. Seeing the engine with the Tidal Basin, the Washington Monument and the Jefferson Memorial as backdrops struck me as more than coincidental, for both the Classical Revival in architecture and the introduction of steam railroads took place during the same decade. Could it be more than an accident of history? Flying down Interstate 395 and around the Beltway with the engine and tender in tow presented more wonderful contrasts between the old and new, yet very few motorists even glanced at us. Most observers apparently saw only some old black machinery going to the junk yard.

Never mind the lack of appreciation; our little group was excited enough to make up for all those soulless robots. The trip took two hours. We were blessed with a beautiful fall day. We were also blessed with a fine unloading site at Calverton where a wye track had a broad gravel area just right for such an operation. While this work was underway, I went off in search of firewood. I was directed to a local farmer who was willing to sell me a truckload at an inflated price. While we were loading he asked if I had a big fireplace—could I burn long pieces? I explained that the logs were for a wood-burning locomotive rather than home heating. A steam locomotive? Yes, he had seen a few excursions but nobody had asked him for any wood—seemed to have plenty of coal. Always trying something new aren't they, he said (meaning the Southern excursions).

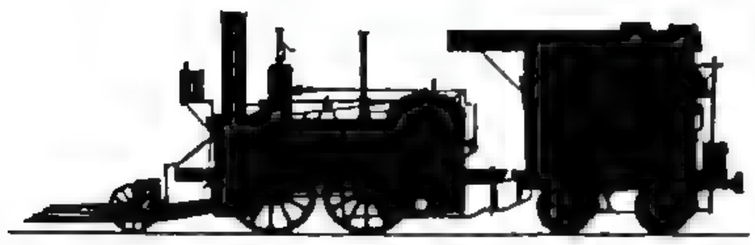
When I returned, the tender was already on the track and the engine was being eased along the trailer with a hand-powered cable come-a-long. As the engine moved down the ramp from the trailer to the track, only three wheels were in contact with the rails. The left front wheel was in the air momentarily. To my astonishment it was not turning even though the engine was rolling forward. At first I couldn't believe my eyes, but it was true—one of the wheels was loose! If so, that was the end of the test and that must be why the *John Bull* had never been operated since 1927!

All of these sickening thoughts flashed through my mind as I panicked and stopped the move. No one else seemed to have noticed the phenomenon, and I had to argue the point before the crew, intent on unloading, was willing to investigate. Only when I explained that a loose wheel would mean no test did I seem to capture their attention. By then all four wheels were on the rails. We rolled the engine forward and the left front wheel behaved perfectly. Yet I was sure it was loose—I had just seen it minutes before. We made a "skate" from a tie plate and pushed her forward a quarter of a turn. Sure enough, it was loose. Had I noticed the unusually long inside hub? Yes, long years ago, but I thought this was explained by the flat-felloe pattern wheel on the right. They didn't match. One had a short hub, the other a long one. I had always referred to the flat-felloe wheel as the ugly wheel. I supposed it was a replacement made sometime before 1876. A closer examination revealed two thin washers between the long hub and a shoulder on the axle, washers I had never noticed before under the lumpy painted surface. Nowhere in any previous documents or writings on the *John Bull* was there the slightest mention of a loose wheel and axle arrangement. But there it was unmistakably, and it was only through our effort to operate the engine that this important technical feature was discovered. It might have gone unnoticed except for my chance observation.

After we finished unloading, an employee of the Southern stepped over to ask if we actually intended to run that old thing. When I answered in the affirmative, he shook his head and looked over at the engine. "Boy, she looks mighty broken down to me," he said. "Now if you got up a steel frame, a new boiler and some roller bearings you might have yourself a good running little engine." Happily, our chief of conservation didn't overhear those remarks—the effects of which could only have led to an early retirement or a nervous breakdown, or tears at least.

Long shadows painted the engine a golden orange as we hurried to reassemble before sunset. We finally resorted to a portable generator and, while the last pieces were being fastened down, John Stine went off in search of the fire chief. We planned to fill the boiler and build a small fire to bring her up to heat ever so gradually. Bill Withuhn, one of the designers of the ACE 3000 steam locomotive and graduate student from Cornell currently working with me as a Fellow, had volunteered to help. Bill's knowledge of engineering and his practical experience as a locomotive engineer proved invaluable. He advised us to over-fill the boiler so we would have plenty of water to cook her down. He was worried that if we didn't have an abundance of water in the boiler before steam was raised to operate the injectors, we might run low and have to start all over again. (The injectors can't operate until pressure is well up, and by then a lot of water has been evaporated.) The fire company had a meeting that evening and arrived very late; it was about 10:30 p.m.

John wanted to introduce the water through the rear inspection plate just below the throttle. This was a mistake, for in removing the plate the gasket was torn. In all of the supplies we brought with us no one had remembered to bring a roll of sheet gasket. But we had a tube of compound sealer a Washington supply man had praised to the heavens. It was late. Nothing was open. We were 50 miles out in the sticks. So we tried it; it might work. A heavy coat was applied on both sides of the torn gasket and the plate rebolted. We filled the boiler and prepared to light off. As the wood took



flame, pale grey smoke almost immediately wafted out of the stack. She had a beautiful natural draft. A tall stack and short tubes encouraged the effect.

A night-long vigil began. We bedded down in a rented motor home parked next to the engine. I could see her from my bunk window just a few yards away in the pale moonlight. With the sight and smell of wood smoke and the faint glow of the fire on the ground under the ash pan, who could sleep? Every few hours we would go out and drop in a few more logs. By 4:00 a.m. the warmth had reached the full length of the boiler. By daybreak we were all up and moving. We piled in a good load of wood and watched the gauges. One of the needles lifted off of the peg. Steam at last! The needle kept inching up. The fire crackled and the water made muffled surging sounds as it evaporated into more steam.

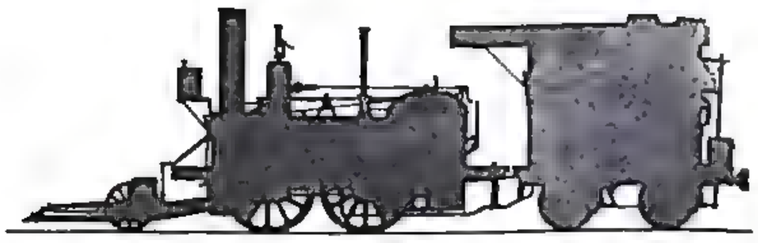
Then, with the gauge registering 20 pounds, the gasket under the rear inspection plate cover ruptured. The wonder compound melted into a worthless red goo and blew away with the escaping steam and water. Damn it! It was 7:00 o'clock; the Director and his entourage were due at ten, and they were expecting to see an operating engine. We could drive back into Washington for gasketing, but the morning traffic rush would soon be underway and we could figure on a round trip of three or four hours. John volunteered to go look around in Manassas, the closest community of any size. After he left we pulled the burning logs out of the firebox, propped open the safety valve, and opened the right-hand blowoff. It was necessary to lower the water below the level of the inspection plate.

About an hour and a half later John returned. Success in Manassas. A local plumber had saved the day. While we fashioned a new gasket, John went off to raise the fire department—we needed more water. After a long wait we decided to try to refill by hand. A plastic wastebasket provided a makeshift bucket, and with the aid of a large funnel we managed to raise the water to a safe level before the volunteers returned. A new fire brought us back to 20 pounds in about one hour. All eyes were on the new gasket. The edges curled, but she held.

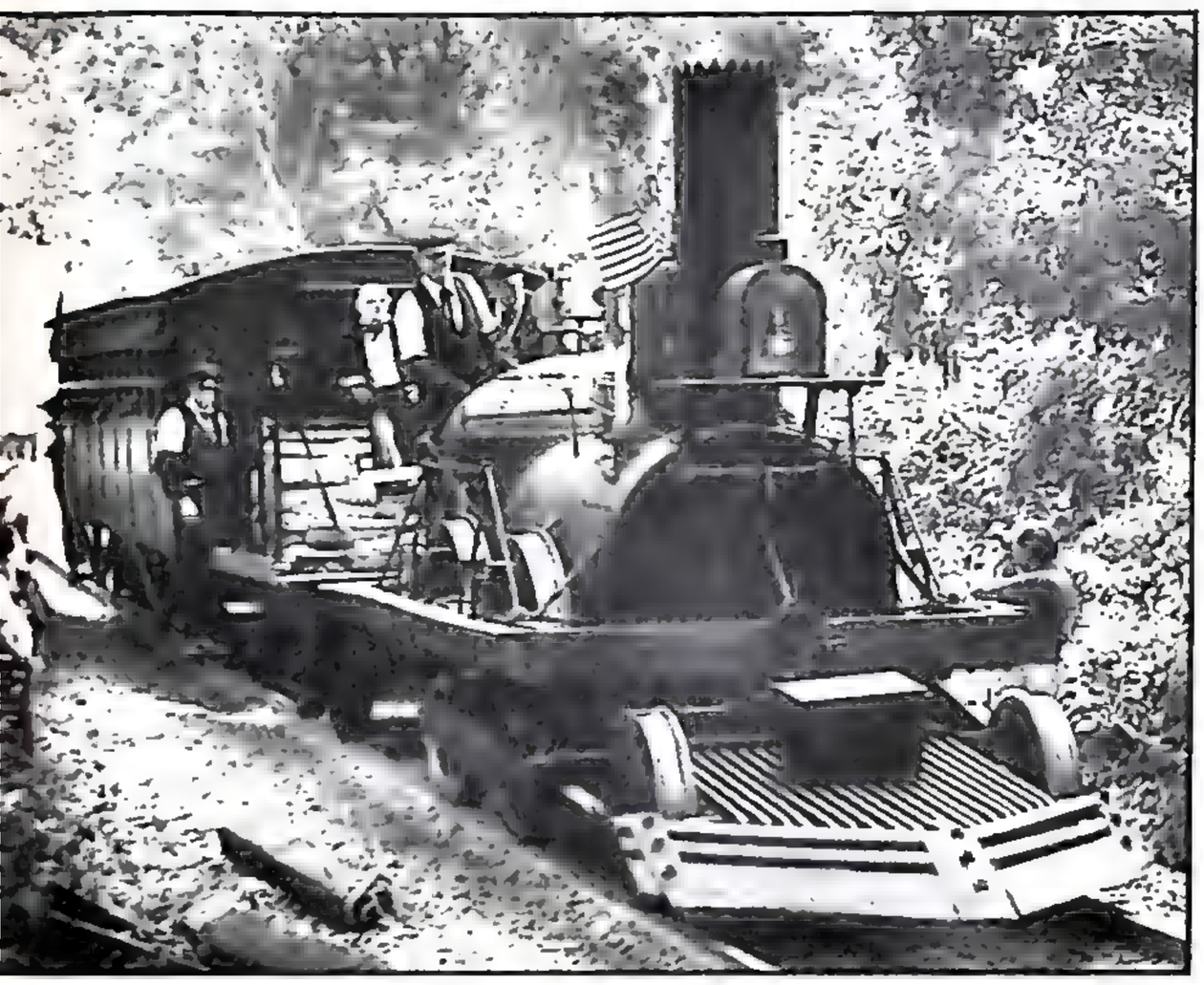
FOUR PHOTOS MARC S BALKIN

SOUTHERN'S CALVERTON BRANCH was the test run site on October 14, 1980. Bill Withuhn **(above right)** hosted Southern's Bill Purdie in the cab and posed **(below l to r)** with John White, Larry Jones and John Stine for the traditional portrait.

The Celebration



DAVE JOHNSON



PREFORMING FOR THE CROWD on September 15, the *Bull* made numerous trips on the three-mile stretch of the B&O Georgetown branch. Railfan Bob Scott posed as engineer Monday night.

JIM BOYD

three-mile ride up to Fletcher's Landing where the anniversary festivities were to take place. We scrambled to get in position for a departure photo and were astounded when the throttle was opened up and the *Bull* erupted into action with the strident exhaust and gusto of a Pacific!

There was no churning of gears or timid chuffing; this thing moved away like a real locomotive. The peanut whistle was what you'd expect of a little British teapot, but that saturated exhaust was pure red-blooded American!

The crowd was quite modest around the locomotive as it made numerous runs alongside the old C&O Canal in the lushly wooded Potomac valley. Joggers on the towpath were dodging the TV videotape crews and the handful of railfans who were documenting the *John Bull's* renewed life. As the day wore on rides could be had for the asking, and there was plenty of opportunity to observe and absorb the essence of the world's oldest operating steam locomotive.

I was struck by the similarities between Chessie's 4-8-4 614 and the old C&A No. 1. There was a tremendous difference in size, of course, but the *Bull* reflected the basic arrangement and elements of the 1948 Lima. The cylinders were inside, but they were mated to the smokebox very much like the 614's cylinder saddle was. The pilot, headlight and stack gave the *Bull* a familiar sense of "purpose," and the relatively tall drivers and well proportioned boiler and firebox enhanced the impression that this was a proper locomotive. The lack of an enclosed cab made the footplate a bit breezy, but the small tender was appropriately utilitarian and businesslike. The coach from the Smithsonian collection was a beautiful piece of equipment that looks identical to the Camden & Amboy cars that show up in the 1860s photos of the *Bull* in regular service. Period clothing on the engine and train crews and the genteel setting of the C&O Canal made the 1830s atmosphere surprisingly believable.

But it was the *John Bull* in motion that was so fascinating. It acted and sounded like a working locomotive. The exhaust was strong and square—on tape it would sound like a typical non-superheated locomotive. Riding in the coach you could feel the surging of the pistons through the drawbar—the same sensation I'd gotten two days before from the baggage car as 614 fought it out with 17-Mile Grade! You could readily believe that this locomotive could easily run all day at 30 m.p.h. carrying passengers over the rolling countryside between South Amboy and Camden. Unlike the one-of-a-kind mechanical novelties that other steam locomotives of its era seemed to be, this machine felt worthy of being the prototype for a 16-locomotive class and putting in a 35-year working career. It even reflected the time-honored tradition of labor rules. The *Bull* has no brakes on the locomotive itself; it was considered the engine driver's job to make the train go and the task of the brakemen back on the cars to make it stop. The long hand brake on the tender was intended primarily for control during switching and hostling.

As dusk set in on that Monday the crowd had almost vanished, but the Smithsonian's TV crew was still hard at work documenting the locomotive's action. The locomotive crew of John White, John Stine, Bill Withuhn and Larry Jones weren't tiring a bit, and they had a couple of spectacular runs in mind for the TV crew. With our small troupe of railfans on board and the TV camera running, they opened up the *Bull* after loading up the firebox and blasted the sky with the most awesome shower of sparks I've ever seen—you never really appreciate a wood burner until you see it at night without a spark arrestor! It was fascinating and terrifying all at once as we were bombarded by a fiery showstorm while bounding through the twilight at nearly 30 m.p.h. to the beat of a hammering exhaust.

Trackside fires were no problem in the damp evening—although two crewmen rode the rear platform as firespotters—but those of us riding in the open were swatting out hair and clothing fires like pesky mosquito bites. The full value of caps, bandannas and denim jackets as traditional railroad garb became extremely evident to those of us in wash-n-wear short sleeve shirts and corduroys.

Withuhn observed that the *Bull* was an excellent steamer and very easy to fire. This became quite clear later in the

TWO PHOTOS JIM BOYD

MONDAY'S RUNS for the press provided plenty of opportunity for photography. Breaking away from Tuesday's festivities, the train backed into Georgetown, and the passengers participated in a "wooding-up party" to make quick work of restocking the fuel. A garden hose at Fletcher's kept the water kegs full.

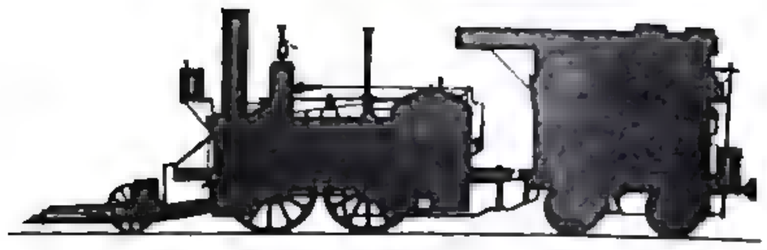
evening when the locomotive was bedded down and the fire banked. The pressure would hit 51 pounds and the front safety valve would blow, dropping the pressure to about 45 pounds, but within 15 minutes the pressure would build up and she'd blow again—with the fire banked, mind you.

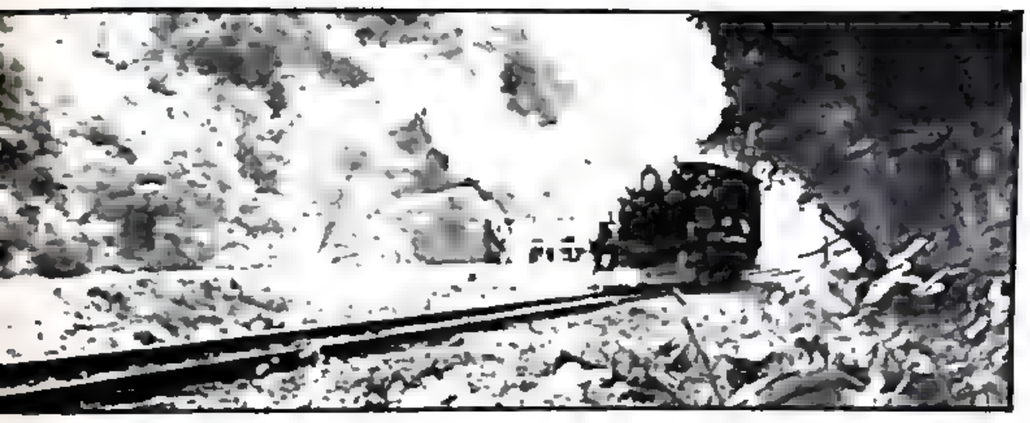
With only four railfans in attendance, we conducted a night photo session with the world's oldest operating steam locomotive just as we'd done with Lima's last 4-8-4 in Cumberland two nights before. John White graciously posed as engineer in his period costume for the "roster" shot. We were slightly puzzled by the lack of other fans, because the police parked nearby were not keeping anyone out. It wasn't until a couple of days later we fully realized how well-kept a "secret" the unpublicized Monday runs had been.

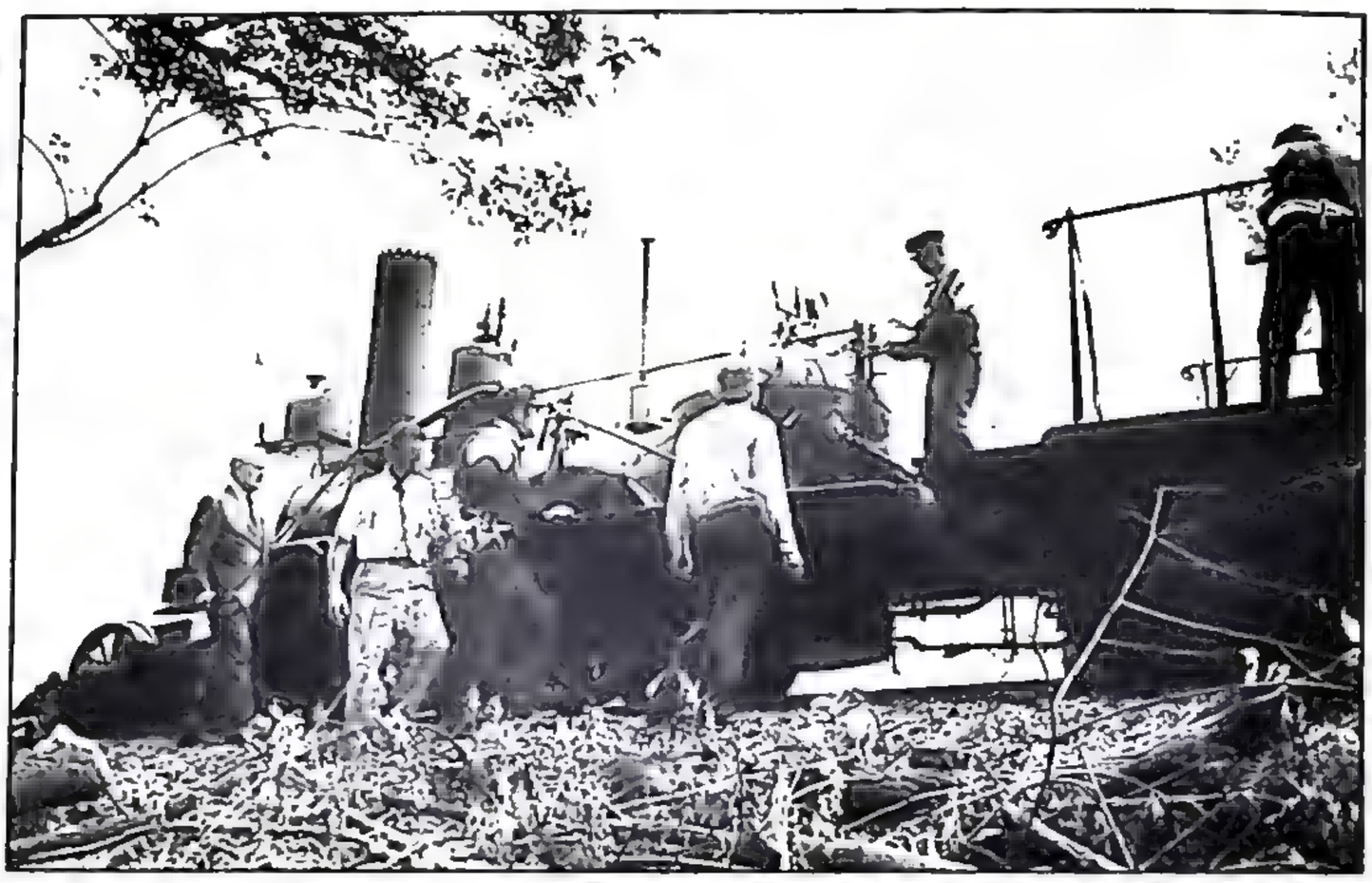
The Celebration was scheduled for 11:00 a.m., September 15, 1981, 150 years to the day after the *John Bull*'s first test run in America. The mob scene was staggering compared with Monday's free and open atmosphere. The *Bull* made a couple of runs for the press and dignitaries and then pulled into position for the formal ceremonies. The railfans organized the professional TV and press corps into a remarkably well disciplined photo line, and the Marine Corps Band struck up the fanfare at the VIP tent just across the placid canal. The *John Bull*'s story was crisply summarized and some appropriate music was played.

Then it was the *Bull's* moment of glory as it was formally introduced and the drums began a roll. John White gave two blasts on the whistle and tugged at the throttle. Nothing. It wouldn't budge. He tried again. Still nothing. The TV cameras perked and the Marine Corps drums continued to roll. John Stine scrambled forward and beat on the reluctant throttle valve with a wooden mallet. More nothing. More

The Celebration







THE *BULL* BALKED as the drums rolled and the throttle stuck shut. Withuhn and Stine disassembled the throttle as John White pondered fate's moment (far right). Smiles greeted the repair and many subsequent successful runs.

ALL PHOTOS J M BOYD

drum roll. Mr. White gave it one more futile try and then waved for the band to stop.

Murphy had struck.

The *John Bull* failed for the first time in two days just at the moment when the whole world was watching. All three networks carried the story that night of the 150-year-old locomotive that broke down.

I think that little locomotive is still giggling to itself. The problem was diagnosed, the fire was dropped and the boiler depressurized. Withuhn and Stine disassembled the balky throttle valve and reassembled it. The fire was rekindled, and within an hour the *John Bull* was again chuffing folks up and down the Georgetown branch. John White just grinned and said, "That's life, isn't it?"

It must be acknowledged that the locomotive's performance wasn't at all times flawless. Fickle and cranky after 150 years, she developed a slipped eccentric during test runs on the previous Saturday that had the crew pretty worried before they located the tiny flat in which to seat the set screw. She pitched out a rod pin on Sunday, but it was found and secured. The stuck throttle on Tuesday was her only public malfunction, however.

The *John Bull* is now safely back in the Smithsonian, but its 150th anniversary adventures revealed a great deal about the realities of our early railroad heritage. It surely must have been the likes of the *John Bull* which sparked the soul of that forever anonymous observer who heard that barking exhaust and became the first railfan.

The Northern becomes the Southern

The Milwaukee Road's old Northern Division has been transformed into the Wisconsin & Southern. **by Stan Mailer**

Five years ago, had one guessed that Milwaukee Road's ancient Northern Division would become a bare-bones short line with a conservatively optimistic future, the prospect would have been shrugged away. The Northern had gone on for so long, with adequate traffic, SD9s running at respectable and respecting speeds over grassy branches off branches, with cars of canned goods and light machinery pitching-swaying over ignored right-of-way, with cadres of grey and experienced men denoting its "preferred-job" status. It had a solid Wisconsin past, complete with passenger trains into the modern age, a history of Mikado and Consolidation-powered freight service into and out of respected old Wisconsin towns. It began in so distant a time as to be classed as a pre-Civil War golden dream railroad westward into new lands bordering the Mississippi. Yesterday's Northern has just completed its first post-Milwaukee Road year with a respectable showing.

Wisconsin & Southern's Stephen Kujawa, a lawyer by profession and a railroader by experience (36 years on C&NW and RI), has the job of overseeing a new way in railroading for the old Northern. One day after Kujawa retired, W&S's parent FSC Corporation picked him to manage their new holding, which included 147 miles of Wisconsin trackage. His latter-day tasks before W&S included running the Rock's Illinois Division. Among other accomplishments, he soundly condemned the institution of the railroad caboose. A realistic modern railroader, Kujawa defines the little red tradition at the end as "a car created to haul sleeping men costing $64.00 every time it is coupled to a train." Needless to say, W&S operates without them, as well as making do very well with a two-man crew, which the General Manager states is proven safer than a larger crew for the scope of operation which W&S follows.

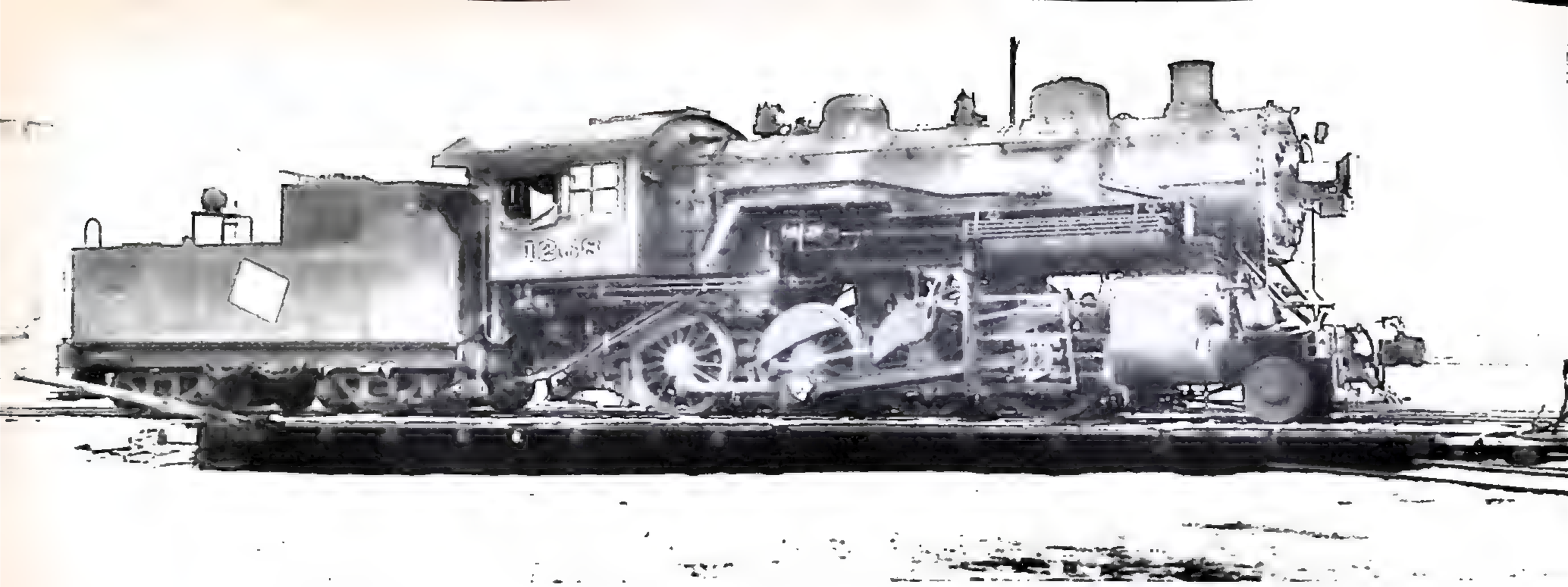
Kujawa has an interest in flying, nearly becoming an airline pilot before turning to railroading on C&NW in the well-remembered early-Heinemann era.

Kujawa's railroad employs up to 80 men during maximum operations, and the lion's share of work during the first year was track rehabilitation. Ever since steam died on the Milwaukee, track maintenance on secondary lines has deteriorated, so that lines which once handled fast passenger trains with Pacifics and Hudsons couldn't ever any more, and the replacement SD9s wallowed over low joints, nonexistent ballast and rotting ties. There are some 39 experienced employees, selected from Milwaukee men turned out by the final system shrinkage plus a sprinkling of Rock people. Some Rock Island equipment came to W&S, including recently-arrived GP9s 4490 and 4491, pickup hy-railers, tools and other bargains. At the outset, some Milwaukee men studied the division's prospects and quietly decided to throw in with the new order of things.

W&S is one of four or five ex-Milwaukee branch lines which the State of Wis-

PHOTOGRAPHY STAN MAILER

THE NEW WISCONSIN & SOUTHERN was painting SD7 522 on June 30, 1980. On April 2, 1981, leased Rock 4490 passes the Slinger depot; that's the Soo curving toward Fond du Lac.



THE MILWAUKEE ROAD ran its Northern lines with C-2 2-8-0s like the 1268 on the Fond du Lac turntable in 1952. In 1948 it still ran a "grandmother special" mixed, here behind L-2a 2-8-2 525, from Portage to Horicon. This Mike had an air horn.

consin refused to see torn out. The state organized a stratified system of responsibility which set up local county jurisdiction over everything below the railhead, with corporations invited to bid on operational contracts, as advertised in the *Wall Street Journal.* Of 30 organizations bidding for the Northern, FSC Corporation of Pittsburgh won the day. FSC also operates Upper Merion & Plymouth R.R. at Conshohocken, Pa., and from the outset UMP's railroad experience and assistance was made available. FSC has a rail car fleet some 3500 strong, has foundries and computers and manages assets. In the spring of 1980 W&S was organized, with full cooperation and interest of the business community at trackside.

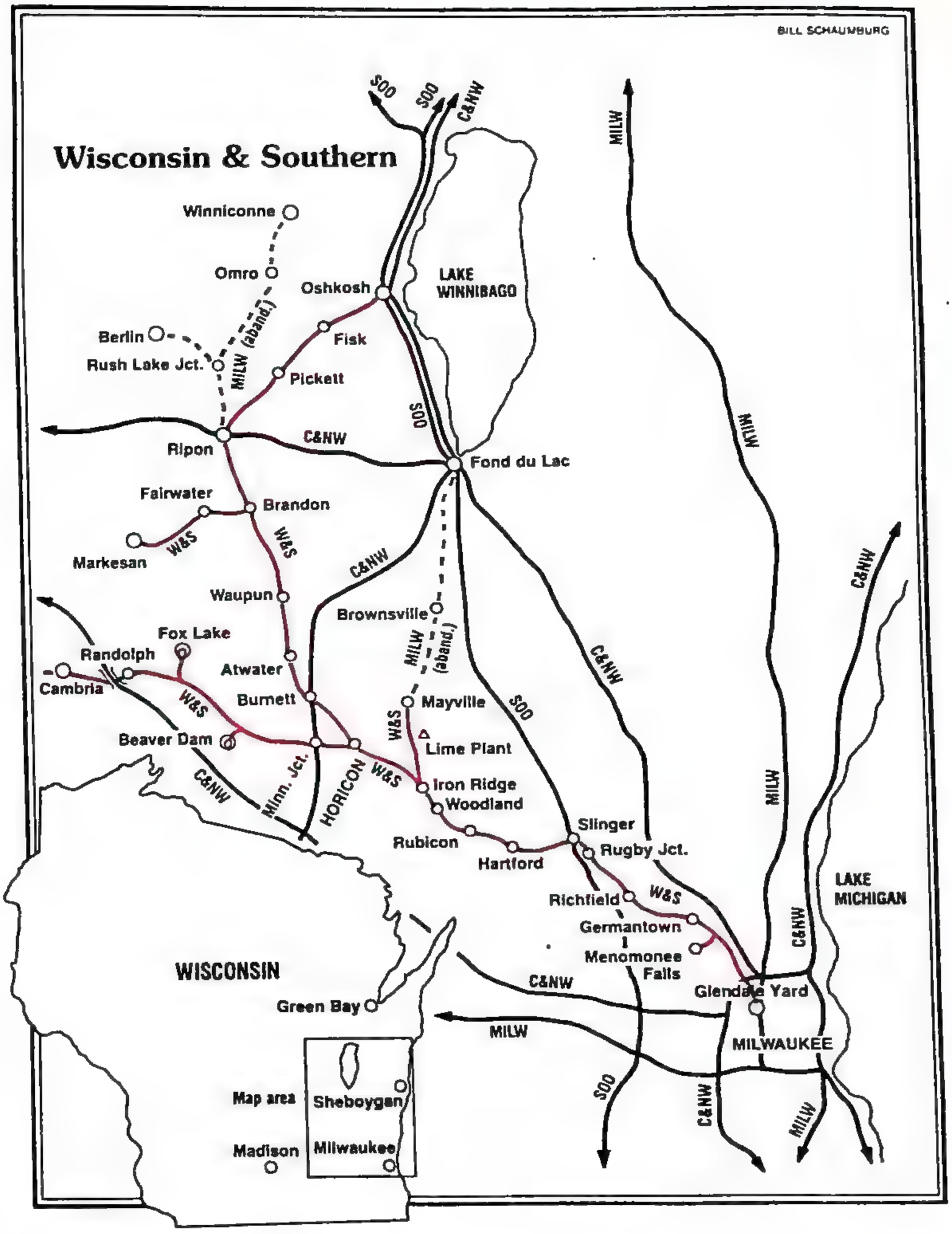
Interest in keeping in a rail system in W&S's territory came decidedly from trackside chambers of commerce; Mr. C.F. Katzenmeyer, secretary of the Beaver Dam Chamber, detailed the picture of difficulties. "It all started in 1978, when Milwaukee Road started talking about abandoning the railroad in our area," he indicated. "Milwaukee's money troubles" and "deferred maintenance" were terms which Katzenmeyer and others heard, and which spelled the end for a line the Milwaukee didn't want any more. "The five counties of Winnebago, Fond du Lac, Green Lake, Washington and Dodge had always been highly dependent on shipping by rail. Dodge County (Beaver Dam) alone has 654 industries and a gross manufacturing product approaching $300 million." W&S territory is full of medium-sized industry such as canning plants and foundries, and they were not all interested in going to trucks. Thus came forth Southeast Wisconsin Rail Users and Development Association, which found Wisconsin Department of Transportation most cooperative, and together with the Rail Preservation Funds, W&S moved from meetings of agitated businessmen toward corporate reality. Next on the list of necessities came an enabling political body to obtain preservation funds, and this is East Wisconsin Counties Railroad Consortium. This group acts to funnel state and federal monies into the project. By the spring of 1980 W&S was formed by parent FSC, scheduling its beginning for the first of July. The new company provided $440,000, or 20% local share, to acquire the Northern, and the agreement charges W&S with the responsibility to upgrade the line to Class 2 status, which means up to 25 m.p.h. speed limit and 100-ton capacity car capability.

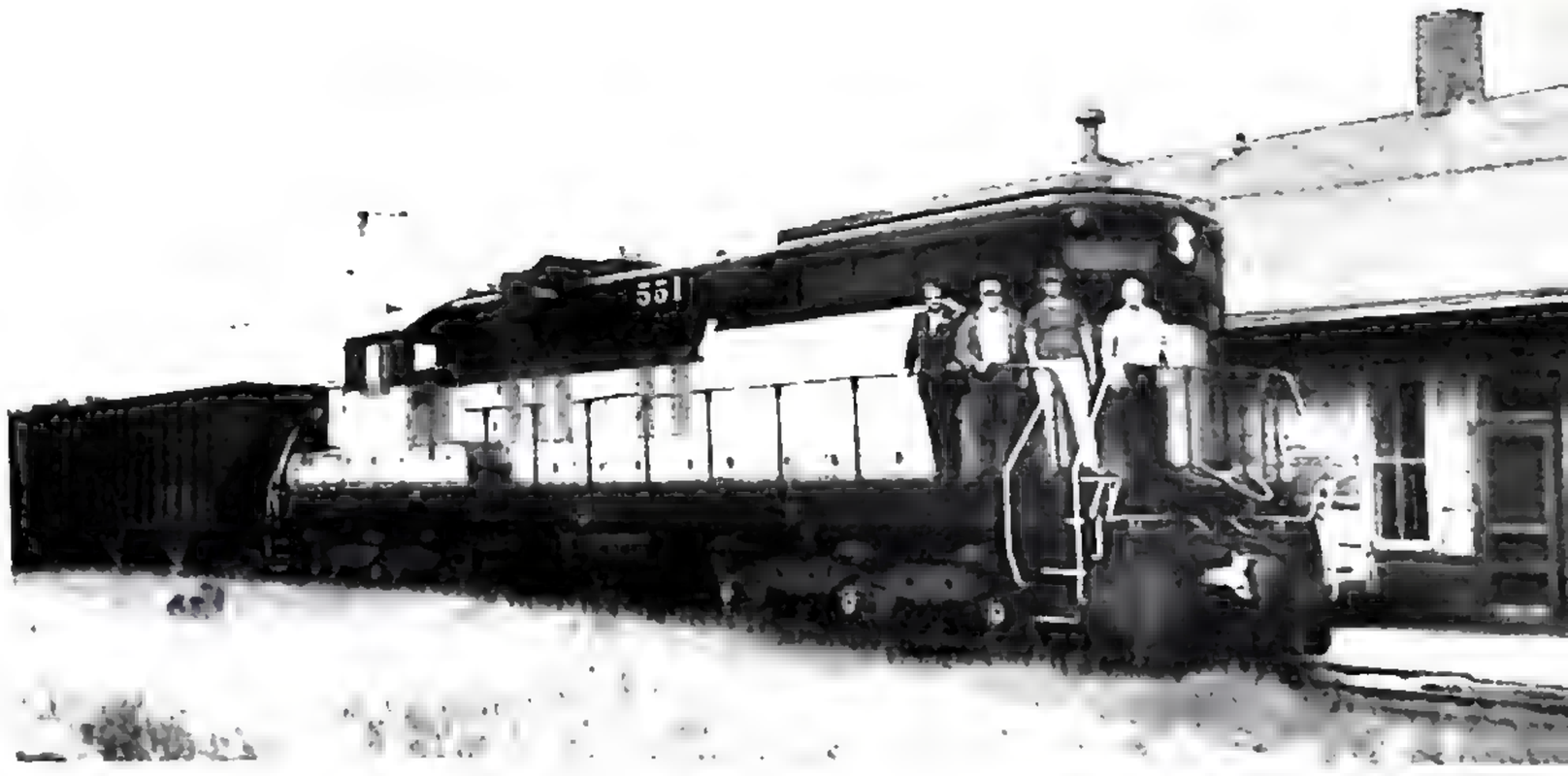
Before the takeover, the last Milwaukee scenes encompassed many resigned employees, knowing that their time and that of the old Northern's golden age was over; the company didn't want it anymore. The depot at Waupun, which was the central originating and terminating point for branch crews, just looked shabbier. Beyond the greasy windows and feed mill calendars lay overdoses of snowplowing equipment, weeds journal-high (probably Bad Order) baking their spalled rust-patches in Wisconsin sunlight. The depot windows, other than the needed exceptions, had been boarded up by careful carpenters decades before, perhaps convinced that someday the covers would be removed and all would be life-filled again. Peeling gray paint, once fresh at the very end of the steam era, belied the undercoat of red oxide, the onetime traditional. To the north of the depot, a stalled SD10 lay in the specified place for locomotives, over greasy right-of-way. And just beyond, the green lawn-between-rails chose not to divulge any evidence of the stiff-leg coal dock or the C-2 class 2-8-0 which used to be there, not so very long ago.

Horicon's roundhouse, unused and unheated, cared little for the burr crop which surrounded it. Rail joints, with broken-out dutchmen, awaited the final punch of laden wheels above less-then-cinder ballast once wrestled from daily-wiped Mikados. The company had let them all down.

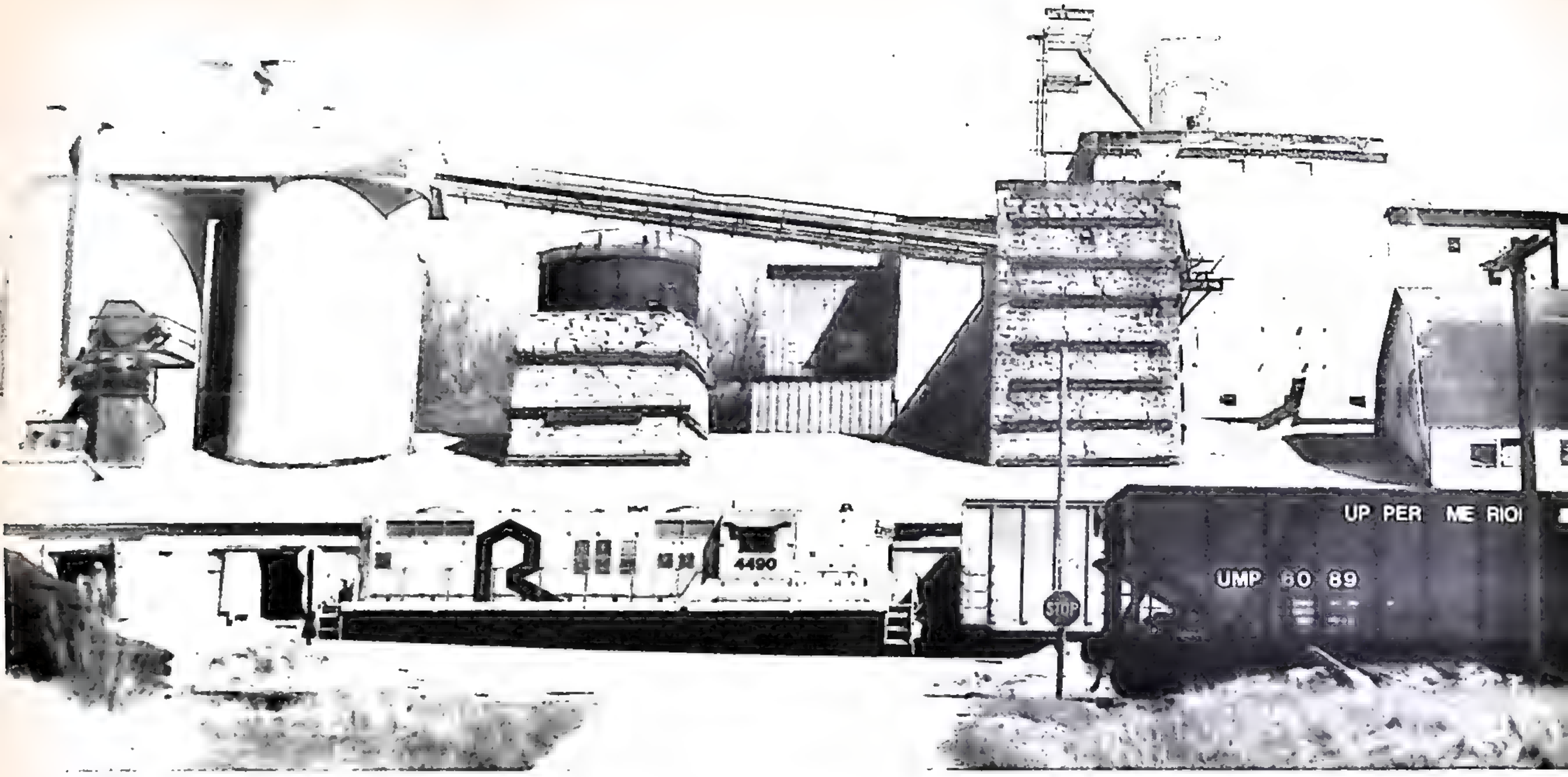
Milwaukee's series of branches north of Waupun described a tree, a system as old as railroading in Wisconsin. Most of it was built by the lords of the ancient Milwaukee scheme to dominate lake-to-west trade, and was completed well before Fort Sumter. One part, the Oshkosh branch, was a scheme of Philetus Sawyer and friends, iron-minded old Oshkosh lumbermen, to cut off a piece of east-west trade for themselves. Sawyer's field of fire lay elsewhere, and he sold out in deference to more lucrative schemes related to north country timber. Varied attempts to put a railroad through to the Great Northwest, or simply a connection with the Fox and Wisconsin canal town of Berlin, produced another limb. Wolf River logs and the attendant merchandise trade gave rise to the last segment, the Winneconne, which was also the first to go (1950s). This reached Lake Poygan in 1868 and perhaps intended to go farther, but didn't. The area west of the Niagaran Formation (the rock layer which makes the thumb of Wisconsin) is gently rolling to hilly and made fine farmland. The German and English stock came and settled, producing substantial unhurried towns and respectable farms. Ripon gained early fame as the birthplace of Republicanism, while Mayville and Iron Ridge reached modest prominence for supplying white lime, and, once, iron ore from tiny Neda, nearby. The iron ore furnished old Milwaukee with furnace material for pioneer Milwaukee Iron Co., on Jones Island. Yet another scheme, the Fond du Lac, Amboy & Peoria, narrow gauge ran south-north along the foot of the Niagara formation, through Mayville to Iron Ridge, and the undulating right-of-way reflects the slim beginnings. To the west lay Portage, which was the Milwaukee's western terminus, but which is no longer reached. Unused for a number of years, the Portage-Cambria section was removed by contractor in the summer of 1980. Some of the last trains over it were Milwaukee gravel extras bringing needed fill out of Oshkosh to Horicon, thence west onto the main line.

Thirty years or more ago, lumbering Milwaukee C-2 Consolidations running at easygoing rates did the work on the branches and found all the boxcars on all the canneries', foundries' and coalyard trackage. They even waddled into the formidable Waupun state prison, delivering supplies and coal, something





THE LAST RUN of the Milwaukee into Waupun on June 30, 1980, found SD10 551 bedecked with a "Last Run" banner and the Milwaukee crew posing for farewell photos.



which still happens with W&S diesels. As Oshkosh represented the modest main line beginning of the branch system, 400-class Mikes were dispatched daily via Ripon and Horicon to Milwaukee, handling the through work. On the old Horicon-Portage main line, a mixed train drew 500-class Mikes, and a way freight, again with C-2s, did the local chores. The old main has two unusual features to this day: Beaver Dam and Fox Lake each have complete reverse loops which allowed passenger trains the luxury of not having to back out to the main line. Only three such loops in Wisconsin are known to the author (Nekoosa once had the third). Many depots remain on line, and some have been inherited by the state as their part of the ownership pie. Beaver Dam's downtown depot became a library before 1949. Fox Lake, two miles off the main, originally operated a horse-car line to meet the "St. Paul," and this became part of the big company by 1884. Its Milwaukee depot (not the horse-car depot!) still stands, albeit not in railroad hands. On the edge of modern times, Milwaukee's home-built supermotorcar No. 5900, powered by EMD, handled passengers on train 30-35, and other Berlin-Milwaukee schedules. Some called it "The Berlin Bullet". (Incidentally, in Wisconsin that name is pronounced *BURR*-lun.) The Markesan branch, at present graced with hobbling 56-lb. rail, had a mixed schedule in 1948, and, yes, there is a depot there, too. Indications are that you could ride a mixed between Berlin and Ripon, to Winneconne, and over to Portage in those palmy days. Two of three known roundhouses still stand in the W&S territory, although Fond du Lac's has not been a functional one for years. Further, the Fond du Lac line is being removed as far south as Mayville, and the 80-to-100-lb. rail released will go to the Markesan branch. At both Fond du Lac and Oshkosh one each of Milwaukee's memorable old I-5a 0-6-0s used to doze between shifts working industries long ago.

One former Ripon citizen, Clayton Tinkham, a railfan, summed up his experiences at trackside thus: "Of course there was a lot of activity then, with four passenger trains daily except Sunday, time freights 67 and 74, and, of course, the Ripon crew that worked the Berlin branch and to Omro and Winneconne on occasion, as well as the local Ripon switching. The latter was considerable in those days with lots of Speed Queen washing machines going out in boxcars, Ripon Foods shipping by rail, and the Silver Creek Canning factory. The local crew would pound past the depot in the late afternoon, just ahead of No. 36, and set out their outbound cars in the passing track east of the depot. This was an uphill run, and before the C-2 2-8-0s were assigned the little G6ps 4-6-0s often had to back up to the C&NW crossing and then make a run for it, with much spinning of drivers when the load was too much. The time freight usually had L-2b

2-8-2s. At least once I rode my bike to Oshkosh, and Conductor Stoltz would let me ride back to Ripon with him on the caboose of No. 74. Those were the days!"

Each night at Fond du Lac, also, a C-2 would lumber down to Iron Ridge with a contribution to this same freight No. 74, another of Wisconsin's hard-to-get "night crawlers." Fond du Lac at least had one of those unsafe turntables bereft of railings, which afforded this Madison photographer a crack at making roster shots just so, with the locomotive turned to suit the best lighting conditions! Those too, indeed, were the days!

As June of 1980 coiled itself in, Milwaukee crews aboard orange cabooses and SD10s (like 551 and 554) worked the plants, handled the coal hoppers to the prison, and arrived at crack-of-dawn 6:30 a.m. to run the branch job out of Waupun. Normally the branchmen would be back well in time for the Milwaukee-bound train, which went to work about 6:00 p.m. or thereabouts. This train went to Horicon and picked up a second SD, which had worked west to Beaver and Cambria, and contributed still more boxcars to the eastward procession. By 7:30 p.m., if all was well, the train was enroute to Milwaukee. On the last day, the plug was pulled on the Waupun clock, ending a rounded 125 years of Milwaukee operation. The clock indicated 3:05, which may very well have been the last moment for the day crew. The SD and crew stopped for the last time in front of the depot, and, somehow, the clouds cut off the afternoon sun. There were farewell signs on the unit, even a big cardboard box shaped over the short hood, which became the trailing end of the final end. A few photographers were there, but the local press was geared to the second phase and the second century's promise, that of Wisconsin & Southern.

Even before the last train's arrival, locally-hired crews were working to refinish the Horicon depot. At the roundhouse, three SDs, late of the immense Milwaukee shops dead line, were being readied for Day One. Dark green paint

IMAGES OF THE Wisconsin & Southern include Rock blue GP9 4490 switching the Mayville White Lime Co. facility at Lime Plant on April 6, 1981—W&S parent FSC Corp. also owns UM&P, hence the hoppers. Green paint goes over Milwaukee orange at left on June 30, 1980, as SD7 522 gets the new W&S look (when the SDs were returned in 1981, Milwaukee charged W&S for paint removal!). The 522 is returning from Cambria on July 16, 1980 (below left), passing the Randolph depot and ducking under C&NW's Milwaukee-Wyeville "New Line" between Cambria and Randolph.

LOOKING BIG TIME in the big town, W&S SDs 506 and 522 pause at North Milwaukee Tower at 1:00 a.m. on July 16, 1980. The W&S, Soo and Milwaukee converge here.

was sprayed over the Milwaukee color scheme, as 506 and 522 became the green queens of opening day. Spare unit 512 remained in orange/black and saw service during its' stay on W&S. The depot's interior was remodeled to become a clean, livable workspace. As time went on, ultramodern equipment bearing names such as Sperry-Rand-Univac came to speed the flow of boxcars loaded with canned goods, UMP and WSOR gondolas (built for RI and rendered fair game for resale by Thrall) loaded with lime from Iron Ridge, and traffic in general, which increased significantly under local cooperative management. The last of Milwaukee's leased Butte Anaconda & Pacific ore cars left Iron Ridge lime plant, and W&S's supply of new cars began to arrive. On July first, without fanfare, the Brave New Short Line cautiously got its act together, jumpered-up its SDs and moved out under a Wagnerian-purple sky. What had been orange was now green, without caboose, and with a lean crew. A number of railroaders from as far as Washington state and Iowa joined with Chambers of Commerce and Wisconsin, plus FSC expertise, and the goose-heralded W&S was flying.

Opening day celebrations were purposely postponed to July 26, which was one of those Wisconsin beer-and-brat small town live-it-up weekends. Horicon calls it Marsh Days, when Milwaukee beer flows freely, politicans manage to get there, and the ladies check over outdoor tables for bargains. The Horicon Marsh, a geological creation which is an extension of Lake Winnebago—although more land than lake—is a landmark wildlife area in the Midwest. Canadian geese by the tens of thousands use it as a "refueling base" on migrations. W&S manages to just about surround the marsh, hence the goose-on-green-cab herald. The 26th became the press day for W&S, and customary speeches, bubbly bottles and flags encrusted the otherwise normal faces of SDs. Senator Kasten was there, along with salient figures from the layer cake of responsibility that is W&S. The great work had begun.

The W&S is experiencing a tough summer of '81 digging out its railroad and bringing in thousands of ties and tons of ballast. The project is under the jurisdiction of Superintendent Del Perrin, Track Supervisor Jim Tracey and General Foreman Benny Meighan. W&S really began on Day One wrestling with track problems. Scheduled for placement are 95,000 ties and 254,000 tons of ballast, and priority is extended to the Milwaukee-Rugby Junction and Markesan lines. As Soo Line is an inherited tenant of the line to the city, and their trains at present must crawl at 10 m.p.h., too, there is added interest in track rehabilitation. A crew of 23 men is being used, supplied with modern equipment for the purpose. Bridges, happily enough, are in good repair and will not require attention.

W&S crews go to work when and where it is to be done; sometimes they have to relieve other crews at a remote spot and are driven to the point of exchange. Normal days begin at 7:00 a.m. at Horicon, and from the headquarters town trains may be dispatched westward to Beaver Dam or Iron Ridge and then Mayville. The photographer will often find one crew attending to Mayville White Lime Company's ancient-but-viable operation at the junction of state highways 33 and 67. Begun in 1873, the buildings surround fascinating lime kilns which today stand next to a modern agricultural lime mill, whose product competes in many parts of Wisconsin. A west crew may head over to Minnesota Junction, once the site of a depot which saw traffic in immigrant bands transferring to head west of the Mississippi, emanating from C&NW's first line into Wisconsin. All C&NW transfers take place at this point. At Slinger, once called by a typically beer-hoisting German name "Schleisingerville," W&S crosses Soo's main line, and any train inbound to Milwaukee must cautiously negotiate the Slinger plant between very fast and frequent Chicago-Fond du Lac freights. For a few miles east of this point, Soo and W&S run on parallel and winding scenic rights-of-way to Rugby Junction, which once had a roundhouse for Wisconsin Central's Milwaukee-to-north passenger engines. The large number of transfers at this point have to be shoved upgrade into the Soo's yard, and the comparison between the welded rail, trap rock Soo Line main is, well, unfair at this writing.

Industries around Germantown and Granville attract switching attention, often at night. W&S crews usually come into Milwaukee, ending their run at Glendale Avenue yard, as a turnaround situation. Using the same line, the Soo goes to Milwaukee Road's Muskego Yard. Power on this assignment is frequently the new 4400-series GP38-2s. Milwaukee Road's own switch crews run north of the W&S-Milwaukee Road line of demarcation to do switching within yard limit. The W&S ends at Fairmont Ave.

Thus, one of Milwaukee's landmark railroads, dating to its first experience with rails and investment, enters into the final phase of modern history. The future of feeder line operations may spell the wave of the future for both sensible investment and level-headed labor meeting on mutually advantageous ground . . . perhaps. We in Wisconsin hope by this endeavor that Horicon and Mayville, Oshkosh and Berlin, Cambria and Markesan will continue to be on the same old railroad map.

PHOTOGRAPHY DONALD R. KAPLAN

Commotion at Keddie

In the right place at the right time with cameras rolling. **by Donald R. Kaplan**

What are the chances that a railfan will actually witness a train derailment (hopefully that he or she did not cause) as it takes place? Probably one in a thousand. Okay, then what are the chances that that same railfan will not only observe but record all phases of that wreck photographically with either movies, stills or both? One in a million or less might be good odds. Well, by sheer chance all of these probabilities came together on the afternoon of Monday, June 22, 1981, during a visit to the Western Pacific's famed Feather River Canyon.

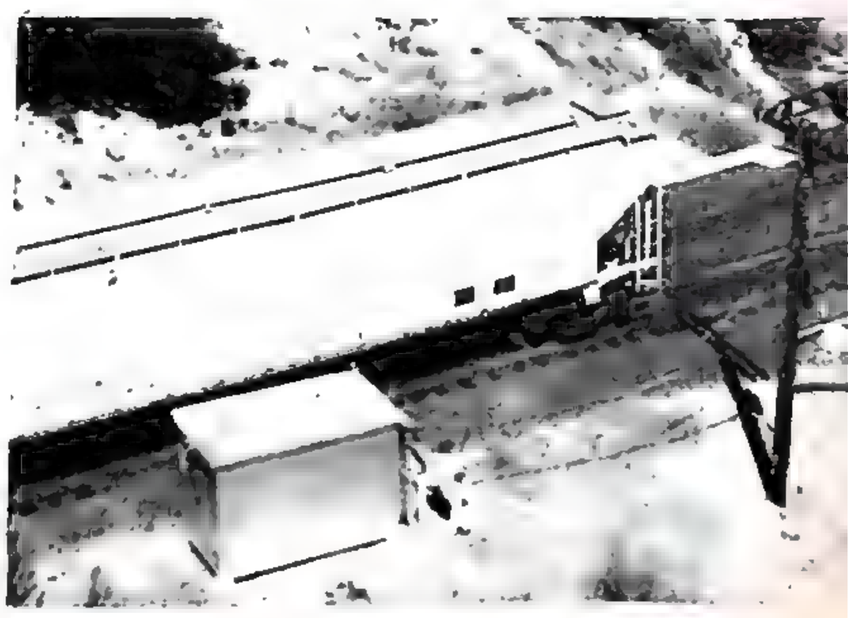
In the preceding week my wife and I had hosted New Zealand Railways locomotive engineer John Bates and his wife, Kay, on the first leg of their three-month visit to the States. We had shown them some of the sights of the San Francisco area and had impressed them with the new railroad museum in Sacramento. Since John is an avid enthusiast of American railroads, I had suggested that we top off the week's entertainment with a drive up to the Feather River Canyon to photograph the WP in its pre-merger status. What with a variety of WP, UP and BN motive power lash-ups, it offered an opportunity to see Western railroading at its best in one of its most spectacular settings. Little did we know how unique that experience was to be.

We left Berkeley about 10:00 a.m. that Sunday, June 21, and made it to Oroville by about 2:30 p.m., just in time to photograph the departure of BN-138 (running as Extra 3548 East). We then chased it through the canyon as far as Keddie where it took off up the High Line for its connection with the BN at Bieber. Just before dusk we also photographed the Overland Mail West (OMW) at both Keddie and Virgilia with its quartet of UP SD40s. Contented with our catch, we holed-up at Quincy that night with hopes for an even more productive Monday.

And very productive it turned out to be. We managed to photograph both BN-171 (Extra 3530 West) and the Ford Fast (FF/Extra 3509 West) on both legs of the Spanish Creek (Keddie Wye) trestle at the same time and then chased both trains down through the canyon to Oroville. We then followed the Western Pacific East (WPE/Extra 3522 East) back from Oroville to Keddie. While listening to the scanner we heard the Third Sub dispatcher set up a meet between the WPE and the unit grain train, Grain Train West (GRW/Extra 3557 West), at Quincy Junction. As we passed Keddie, John noticed that the lighting on the wye was the best that we had seen, so we decided to set up for the GRW at this classic locale.

John picked his spot just off the side of Highway 89-70 while I scrambled up the hillside, heavy gear and all, to a vantage point just above the tunnel at the west end of the wye. There I set my movie camera up on a tripod so that, by locking the trigger in the *on* position, I could take both movies and stills at the same time.

Fortunately, we had only a forty minute wait—long enough to seem like an



EXTRA 3557 WEST, Western Pacific grain train GRW rolled across Spanish Creek Trestle at Keddie, Cal., on June 22, 1981 (**preceeding page**). Just as the units ducked into the tunnel beneath photographer Kaplan's location, the 25th car derailed on a broken rail and the grain cars began to stack up in a cloud of dust (**above**). When the dust settled, 13 cars were on the ground. The crew (**below right**) surveyed the damage alongside car 24.

eternity but short enough to avoid despair. The GRW's arrival at Keddie was heralded by the high-pitched whine of five diesels in dynamic as they wrestled with the momentum of some 51, 125/135-ton covered hopper cars loaded with corn kernels from the Midwest. The first four units (WP GP40-2 3557, UP SD40-2s 3779 and 3625 and a WP GP40) were lashed up elephant style followed by another UP SD40 running long hood forward. As soon as the train came into the wide angle view of my movie camera, I switched it onto "automatic pilot" and proceeded to fire away with my still cameras until the power had ducked into the tunnel below.

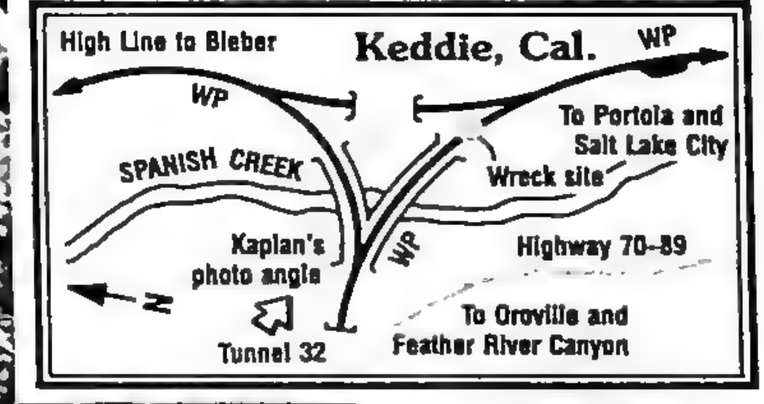
While the GRW seemed to move across the trestle more briskly than the trains we had watched in the morning, it didn't seem to exceed the 25-m.p.h. limit nor give any indication of loss of control. For the first 20 hoppers the crossing was uneventful.

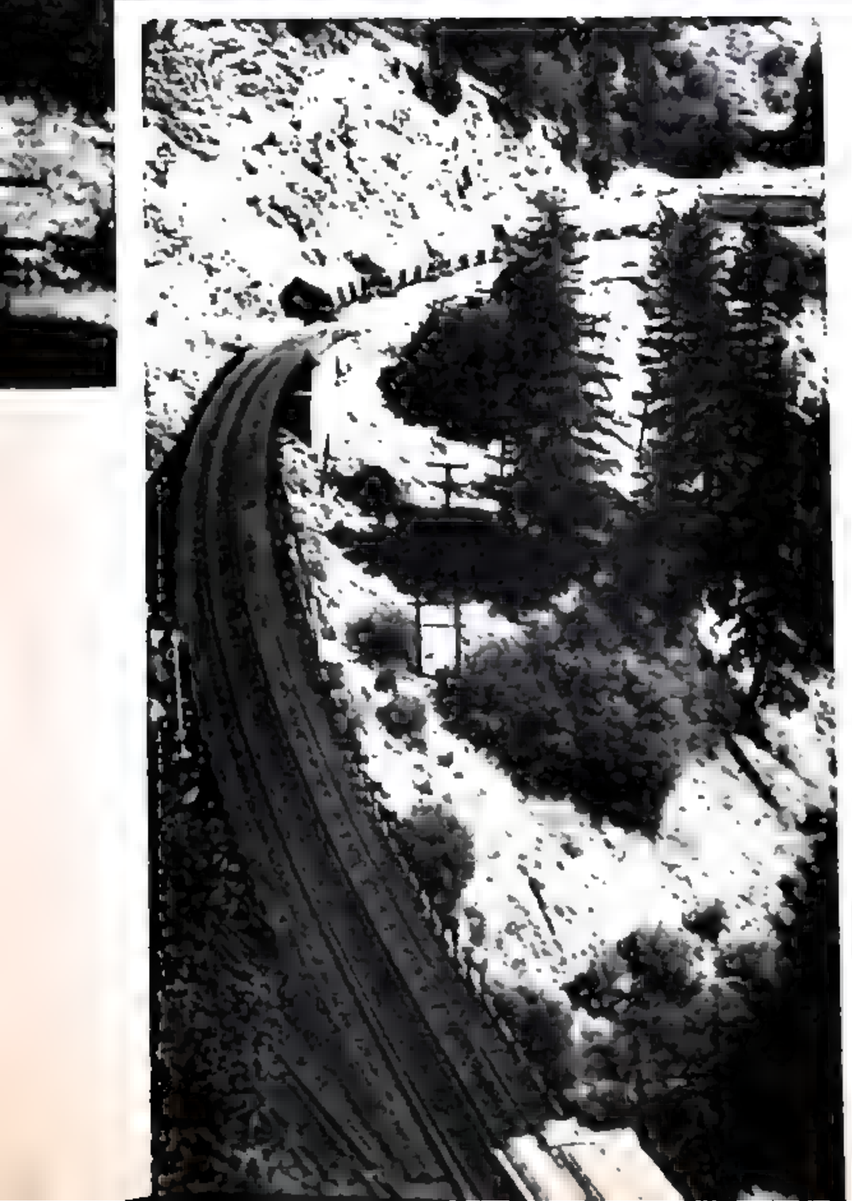
Then all hell broke loose! The scene was obscured by clouds of dust that arose from Keddie yard and was dominated by the cacophony of several slack run-ins and the sickening sound of rending metal. The train broke in two between cars 24 and 25 and the forward half stayed on the rails but did not come to a halt until the first four diesels were into the next tunnel west and hopper 24 was just off the west end of the viaduct. While I managed to capture all of the wreck on movie film by simply letting the camera continue to run, it wasn't until I developed the black & white film later that week that I realized that I'd had enough presence of mind to snap away with my still camera as the wreck

was occurring. To this day I will never know what impelled me to fire off those additional still shots.

It took a few minutes for the dust to settle and expose the damage that had been reaped. Of the 13 cars that went on the ground, the first six (from car 25 on) were off their trucks lying against the adjacent hillside. Most of the next five were also devoid of wheels and were jackknifed at a variety of angles across the main line. Although on the ground, the last two derailed hoppers retained some semblance of alignment with the main, while the last 14 cars and the UP caboose managed to stay on the rails. Mercifully, the first derailed hopper (car 25—the cause of the derailment) stopped some 15 to 20 feet short of the east end of the trestle. Had the accident occurred just a few seconds later, it could have wiped out a part of the bridge and the cessation of normal main line operations might have been measured in weeks or months instead of just days.

While my Kiwi companion chided me about having staged the event for his benefit (American flamboyance at its best), he absolved me of all responsibility when it was learned that the real culprit had been a vertical split in the railhead which had gone undetected and finally responded to the heavy pounding of the loaded grain cars. Ironically, the Sperry Rail car, which inspects the system four times a year and would have found the flaw, was due through in about two weeks.





With a pileup of this magnitude, John and I assumed that it would close the line. Hence, we decided to head east to Portola for a brief look before heading back to Berkeley that evening. We later found out that the line had actually been kept open by a clever operating procedure called the "Keddie shuttle." The "shuttle" consisted of three or four diesel units plus an extra caboose that were stationed at Keddie yard. When an eastbound main line train (headed for Salt Lake City) for example, would arrive at the Spanish Creek bridge, the track would be lined for the High Line leg of the wye rather than for Keddie yard. The train would then pull up the High Line until its caboose had cleared the switch leading to the tunnel connecting the two legs of the wye. The train's power would then be uncoupled and the "shuttle" power would come through that same tunnel and tie onto the rear of the train, dragging it back through the tunnel and onto Keddie siding. The road power for that train would then run right back through the wye's tunnel, run around its own train and tie onto the east end, the train having been reversed in the process. The procedure for westbounds was just the converse.

During the early phases of shuttle operation the WP would tack a caboose on each end of the train at Oroville and Portola in order to avoid having to transfer the caboose to the rear end. However, this soon began to deplete their cab fleet; hence, they resorted to a procedure of relaying cabooses between successive trains that used the shuttle. Between the time of the derailment (the afternoon of Monday, June 22) and the time the wreck was finally cleared (Thursday, June 25), some 26 trains were handled by this ingenious shuttle method.

While actually observing and recording a train derailment may seem exciting when it occurs, in the end it is a rather sobering experience once the novelty has worn off. For example, while we were watching our last train of the day—the OMW—roll around Williams Loop, I was far more apprehensive about my own safety than I would have been had I not just observed what an awesome instrument of destruction a derailed train can be. The experience served to underscore what a risky business trackside railfanning really is and made the motto "Safety First" more than an empty phrase for me.

the book

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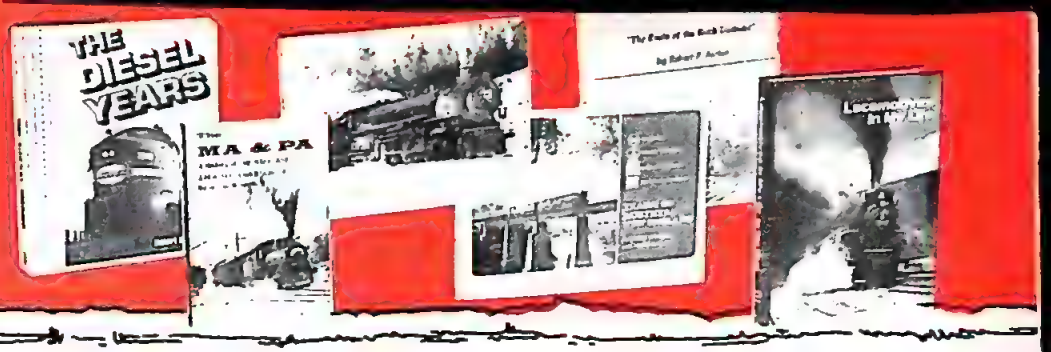

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Markers

BY JIM BOYD

FRESH FROM THE PAINT SHOP in LaGrange, Ill., in the winter of 1954-55, SP E9 6051 poses for the official EMD builder's photo. She's again in *Daylight* colors at the Sacramento museum.

Another *Daylight*

Southern Pacific 6051 was one of seven E9s left on the roster in 1968 and one of the five retired in 1969. As Joe Strapac reported in the *1970 SP Motive Power Annual*, SP President Biaggini was so impressed with the response to the Golden Spike Centennial that he ordered the company to resume its policy of preserving historically significant locomotives, beginning with three in 1969. E9 6051 was donated to the Pacific Coast Chapter R&LHS at that time along with Baldwin AS615 5208 and F7 6402, both of which are presently stored in the Fruitridge area of Sacramento. The PCC/R&LHS collection became the nucleus of the new Sacramento railroad museum, and thus the 6051 will bump WP 913 from its north stall in the museum "roundhouse" to a more central track.

The unit was restored and painted at the SP Sacramento shop facility, reportedly with the same DuPont Imron paint acquired for the GS4 4449. Moved into the museum on August 7, the unit was still missing the "sunset" nose herald, which will be donated from a private collection.

The 6051 was the unit selected for builders photos when she was turned out of LaGrange in the winter of 1954-55. It's a bit surprising in this day of "mod" images to realize just how handsome and stunning the traditional "streamliner" paint schemes really were. May we offer Mr. Biaggini a belated "thanks" for his foresight.

Numbing numbers

Since Stan Mailer completed his text on the Wisconsin & Southern, that railroad has purchased two GP9s from Chrome Crankshaft in Silvis, Illinois. This would be simple

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to report, except for the perversity of the numbers involved. As Stan reports in his story, the W&S leased two GP9s in Rock blue and returned their three leased Milwaukee SDs. The blue Rock Geeps were numbered 4490 and 4491. The 4490 is easy, as it was originally RI 1323 rebuilt in Silvis and renumbered 4490 on January 4, 1976. The 4491 leased to the W&S is actually Rock Island's second 4491—which we'll identify *Extra 2200 South*-style as 4491:2. This GP9 was originally RI 1324, rebuilt at Silvis on January 13, 1976. Now, backing up a couple of years, the RI had acquired ex-Frisco GP7 527 in the form of Precision National yellow and green 1504, which it sent through Silvis to emerge as 4491—make that 4491:1. When it became evident that the GP7-rebuild numbers would conflict with the new GP9-rebuilds, the 4491:1 was renumbered to RI 4478 in late 1975 (this unit has since been sold to the C&NW).

So, now we have the W&S having on lease Rock-blue 4490 and 4491:2. Until August 1981 when the W&S purchases two different rebuilt GP9s from Chrome Crankshaft (see page 2) and decides to number them 4490 and 4491. The new units thus should be considered W&S 4490:2 and 4491:2. Hang in there, this gets even more interesting. W&S 4490:2 is actually ex-RI 4492:2, nee RI 1330, rebuilt at Silvis on January 14, 1976. (The Rock's first 4492—4492:1—was another of those GP7s from PNC, in this case, ex-N&W 2412, nee NKP 412, which became RI 4475 in late 1975 and, too, has since been sold to the C&NW.) W&S 4491:2 is ex-RI 4493—its one and only, thank goodness—originally RI 1329, rebuilt at Silvis on January 28, 1976.

The two leased Rock blue Geeps have now been returned to Silvis, and the new W&S blue and yellow Geeps are working in Wisconsin—incidentally, Gary Powell of Moline, Ill., who supplied all these numbers, warns photographers to use a yellow filter if shooting the new W&S units in black & white, as the striping and lettering disappears against the blue on normal Plus-X.

Just to keep things interesting, after all of this transpired the W&S went back to Chrome Crankshaft for one more Geep. The new W&S 4492 is the old RI 4490 that they'd had on lease in the first place! So now they have W&S 4490:2 which was RI 4492:2, W&S 4491:2 which was RI 4493, and W&S 4492 which was W&S 4490:1/RI 4490—and, oh yes, the Upper Merion & Plymouth NW2 1009, for a total of four units on the property as of mid-October 1981.

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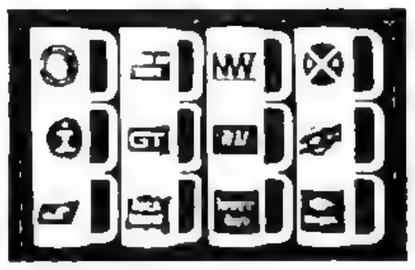

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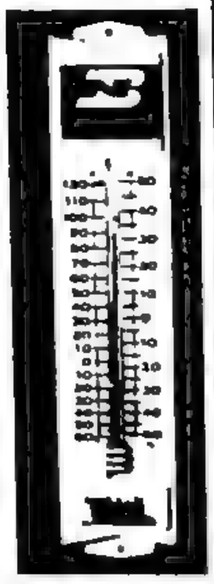

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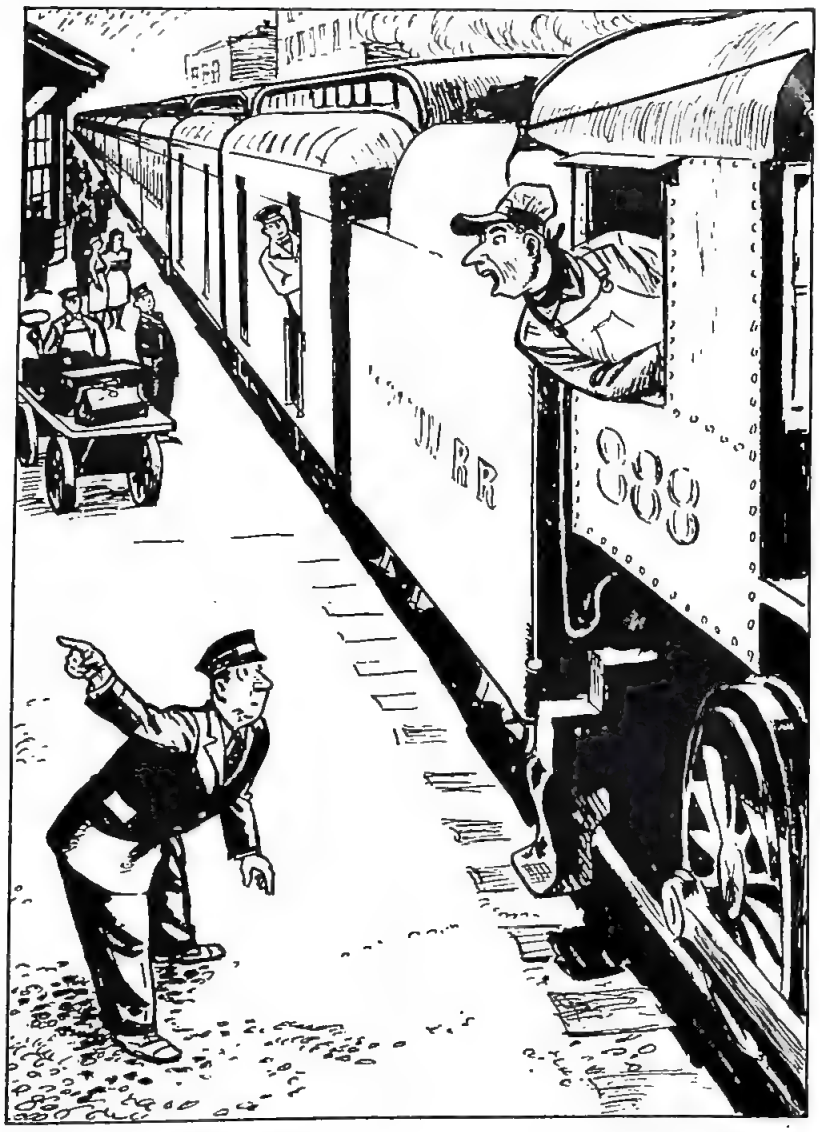

Not in the Wheel Report — By JOSEPH EASLEY

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PCC apology

In the discussion about New Orleans being the "last non-PCC" system in this column in the last issue, I gave the impression that Don Kaplan had been shoddy in his research. That was definitely not the case, as he had qualified his original statement very carefully by considering the Philadelphia cars as suburban rather than streetcar operations and the likes of Detroit and Yakima as tourist novelties. When his manuscript was originally prepared, nobody had LRVs in regular service. In discussing the changes with him over the phone, he agreed that it was very common—and now inaccurate—to refer to New Orleans as the last non-PCC system. Unfortunately, when I wrote the MARKERS commentary, my wording came out sounding like a cheap shot at Don, which I certainly hadn't intended, as he is one of the most thorough and meticulous of authors and a good friend.

The Great BL2 Blast

It was Bruce Nett (see WE'D LIKE YOU TO MEET...) who first suggested we try to implement the railfan dream that came into being when the Bangor & Aroostook repainted BL2 57 into her old paint scheme in mid-1980 and followed it up with the new scheme on the 54 a few weeks later. What was the possibility of getting those two plus a conventional blue-scheme BL2 lined up for a formal

portrait? Although being known for vintage locomotives isn't exactly the corporate image the otherwise progressive BAR was anxious to promote, the railroad was very cooperative.

In late August 1981, the BAR had most of its pre-Geep power stored under tarps near the Northern Maine Junction roundhouse, and only BL2 54 and three F3s remained in service. On Tuesday, August 25, F3 44 switched the blue BL2 55 and *American Railfan* 557 out of the dead line and—after a scrub-down for the 557—lined them up side-by-side on the car shop lead for a night photo session with Bruce, Win Cuisinier and myself.

All of the blue BL2s in the dead line looked pretty tired, and the 55 was about the best of the lot, even though her pilot was filthy, her handrails faded and nose herald bleached out. With the railroad's permission, we bought some paint and went to work on the handrails and pilot. The shop foreman located some masking-tape nose herald stencils in the paint shop, and Bruce spent most of the day laboriously re-masking the herald so it could be painted blue from a spray can—it was either a restoration or very high class graffiti! The 55 was transformed from a wallflower to a star.

Although all three units were shut down, the serviceable 54 was the only one with batteries, so we got some extension cords and light sockets to enliven the other two units. We screwed a household plug adaptor into the 54's right running light and strung the extension cords into the 55 and 557 cabs, where we borrowed their low-voltage ground light bulbs for cab lights. By simply snapping on the 54's ground light switch, we could illuminate the other cabs and use the 54's own cab lights.

At dusk we began shooting and got off about a half-dozen exposures running about fifteen No. 2 and No. 3 flashbulbs each before we ran into an unexpected problem. The weather was so warm and humid, that as soon as the night cooled off we suddenly had fog develop on our camera lenses that just wouldn't stay away. It limited our creativity a bit, but the results turned out generally excellent (witness page 67).

Although the line-up was broken up just after dawn the next morning when some cars had to be switched into the shop, the 557 and 55 were left uncovered until the next night when we could get off a few more shots before the lens fog struck again.

We had the full cooperation of the railroad and were very careful to clean up our painting and flashbulb litter. A couple of nights later, however, another group of fans asked to have the tarps removed from the 557 and 55 for night photos. The railroad obliged but was very distressed the next day to find a horrible mess of spent flashbulbs all over the area. The next group of fans who asked for the same favor about a week later were politely but firmly turned down. Unfortunately, somebody on the railroad who knew about our big project got the wrong impression that it was the "gang from RAILFAN" that left the mess.

Everything is now straightened out with the railroad and the involved fans, but it is unfortunate that a few thoughtless people could complicate things for everybody by not picking up their flashbulb litter after being granted true understanding hospitality by the folks on the BAR.

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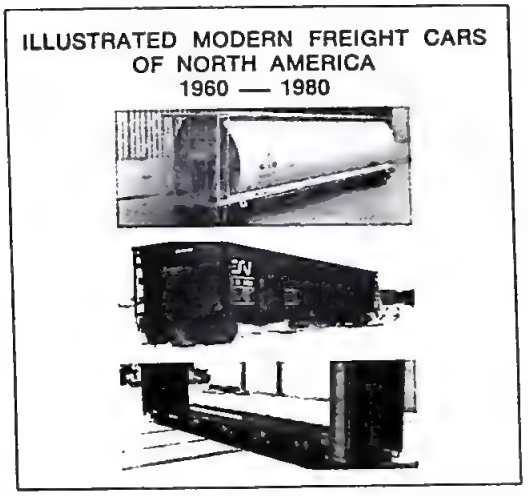

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- **ALCO SHORT LINES OF NEW YORK STATE:** Postponed from this issue, in March we'll survey the short lines in upstate New York that operate with Alco power. Dave Monte Verde and Jim Crosby cover the spectrum from South Buffalo's switchers to Midland Lines' RS36s and Greenwich & Johnsonville's RS3.

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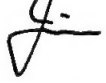
and color prints for their archives, and the roundhouse crew is getting souvenir prints as a thanks for their help. The event was worth the effort, as a historic image was created and preserved, and it was done just in time, for the 54 has now joined the other BL2s under the tarps.



Advertising Index for January 1982

Adventures in Sound 7
Alley Supply Co. 6
Amtrak Calendar ..... Cover IV
Scott Arden 62
Audio Visual Designs 11
Avanti Products 4
Barnard, Roberts & Co. 22
Beaufort Books, Inc. 13
Borogrove Bookroom 8
Boston & Maine RR Historical Society 5
BRMNA 25
Caboose Antiques 16
Carleton F. Loucks 17
Carstens Publications 58,59,66
Chatham Publishing Co. 22
C&O Historical Society, Inc. 17
Richard J. Cook 22
Darwin Publications 18
Delta Publications 15,20,63
Depot Antiques & Gifts, The 60
Depot Attic, The 10
Charles Ditlefsen 20
Westly Fox 22
Tom Gildersleeve 12
Gradon Sales Ltd. 25
Grand Central Products 12
Greenberg Publishing Co. 16
Hopewell Productions 8
Huckleberry Railroad 4
Insignia Clock & Specialty Co. 7
JBC Visuals 4,9
JMC Productions 25
John H. Weston, Bookseller 21
Key, Lock & Lantern 16
M.F. Kotowski RR Art 20
Locomotive Quarterly 14
MAC Publishing, Inc. 62
McMillan Publications 10
Merit 61
Michigan Railroad Club 61
Mid-Continent Railway Museum 24
Mintz, Stephen A. 61
M.M. Associates 4
Mystic Valley Railway Society 60
NRHS (Northeaster Ill. Chapter) 25
Pik-Sure Associates 7
Potomac Chapter NRHS 6
Pro Custom Hobbies 10
Quadrant Press 22
Railfair Enterprises Ltd. 16
Railfan & Railroad 23
Rail Image, The 62
Railroad Ave. Enterprises 19
Railroad Empire 11
Railroadians of America 60
Railroad Record Club 22
Railroad Supply Corp 60
Rail Study Tours Int'l. 19
Ramos Foundry 9
Red River Publishing Co. 20
Rich, W.N. 9
Septa 61
Short Line, The 9
Southwest Electronics 62
Starlake Films 12
Station Products 4
Sunday River Productions 12
Traction Publications 16
Traction Slides International 13
Trolley Talk "F" 6
Vanishing Vistas 6
Walthers, Wm. K. 17
W.A.V.E.S. 6
Westrail Publications 14
W.W. Norton & Co., Inc. 9
Youngblood Productions 17

KODACHROME JIM BOYD AND WIN CUISINIER

BANGOR & AROOSTOOK cooperated at the request of Bruce Nett in setting up this scene of BL2s in their three existing paint schemes on the night of August 25, 1981. At that time, only the 54 was in regular service, and all other BAR BL2s were stored under tarps at Northern Maine Junction along with most of their F3s. The BAR spotted the *American Railfan* 557 and blue 55 alongside the 54 near the NMJ roundhouse for the RAILFAN & RAILROAD team of Nett, Win Cuisinier and Jim Boyd. We repainted the pilot, handrails and nose herald on the 55 and used extension cords from the 54's ground light to illuminate the cabs of dead and battery-less 55 and 557. All BAR BL2s are now in storage.

KODACHROME JIM WATSON

KODACHROME TOM LAMBRECHT

CENTURY 415 power is making the news as the Brandon R.R. has bought four of the ex-Rock Islands from owner Union Pacific. The 421-424 went to the Brandon, while the 420 will be scrapped by UP. On the Brandon, the 421 and 422 will be used for parts to keep the 423 and 424 running. "What is the Brandon R.R.?" you ask. It's the ex-RI between Manhattan and Clifton, Kansas, that was operated for a short while last year by M-K's Wabash Valley. The 423 was at Manhattan on September 9. Scurrying northward on the C&NW near Kenosha, Wis., on June 22 (left) were ex-SP&S/BN C415s 4010 and 4011 bound to Aquitane at Ram River, Alberta, from Chrome Crankshaft.

THE FIRST BIG K36 to be operated into Silverton is Durango & Silverton Narrow Gauge 481, restored to service in August. On September 6, the 481 and K27 476 were together at Silverton—note the flanger position indicator on the 481's smokebox. Bridge strengthening and some roadbed clearance work was required to permit the K36 to operate into Silverton. The D&SNG has announced plans to operate the line year-around. The winter schedule (Nov. 30 through May 14) will have a train leaving Durango at 9:55 a.m. and running approximately half way to Silverton where it will turn on a wye and return to Durango. The 481's flanger may come in handy!

RAILFAN & RAILROAD

KODACHROME RANDALL T. CHEW III

HUGE DISCOUNTS ON TRAINING GEAR.

Canvas Duffle—20" x 10". Comes in natural canvas with a choice of dark brown (#A-02BN) or navy blue (#A-02BL) handles and imprint. ~~$15.00~~ NOW $12.00

Tote Bag—(14" x 14" capacity) in natural canvas with either dark brown (#A-03BN) or navy blue (#A-03BL) handles and design. ~~$9.50~~ NOW $7.50

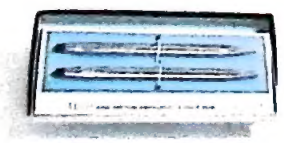
Garment Bag—all nylon, 40" long, navy with white logo (#A-01). ~~$13.50~~ NOW $10.50

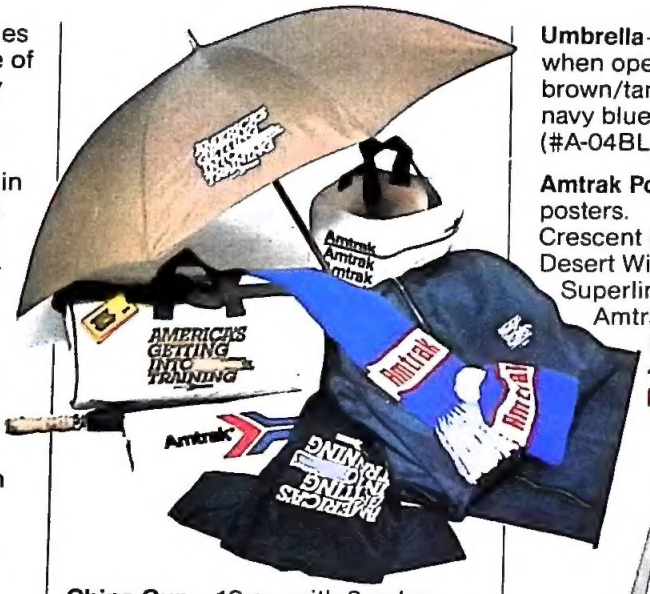
T-Shirt—50%/50% blend of cotton/polyester. Adult sizes only, S, M, L, XL available in tan (#A-06BN) or navy (#A-06BL). ~~$7.50~~ NOW $6.25

Beach Towel—90% cotton and 10% polyester. Measures 36" x 60" (#A-11). ~~$12.50~~ NOW $11.00

Ski Hat and Scarf Set—100% orlon acrylic, one size fits all (#A-07). ~~$13.50~~ NOW $10.50

Cross Pen/Pencil Set—Chrome finish with Amtrak emblem on the clip (#A-05). ~~$23.00~~ NOW $18.50





China Cup—10 oz. with 2-color Amtrak design, (#A-09), minimum order of 2. ~~$5.75~~ each NOW $5.50 EACH

Flying Saucer—8¾" in diameter (#A-12). ~~$2.50~~ NOW $1.00

Umbrella—measures 54" wide when open. Available in dark brown/tan letters (#A-04BN) and navy blue/white letters (#A-04BL). ~~$18.00~~ NOW $14.50

Amtrak Posters—four 25" x 40" posters.
Crescent (#A-08CR)
Desert Wind (#A-08DN)
Superliner (#A-08SL)
Amtrak Tours (#A-08AT)
$4.50 each or a set of 4 (#A-08) ~~$14.50~~ NOW $10.50

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